

57 ROYAL VARIETIES SHOW



After presenting a new colour to Naval Air Command at Yeovilton, The Queen reviews a fly-past of 57 aircraft representing the history of the Fleet Air Arm (see page 9).

Rosyth keeps the little ships, Type 42s for Portsmouth

DESTROYERS GOING SOUTH

FOLLOWING the extensive review of naval base arrangements, Royal Navy ships will continue to be based at Portsmouth, Devonport, Rosyth and Faslane — but Rosyth's four Type 42 destroyers will transfer to Portsmouth, where more than 1,000 of its Service personnel will re-locate.

Changes at the top

'Some disruption inevitable'

COMMENTING on his message to the Fleet outlining the support structure for the "post-Options" Royal Navy, the First Sea Lord (Admiral Sir Julian Oswald) said, "A change such as this cannot be implemented overnight and in developing detailed plans we will seek to minimise the disruption for our Service and civilian men, women and families."

"Notice for appointment or draft will, wherever possible, be in keeping with accepted rules. The Naval Secretary and Captain Naval Drafting will take account of those with special needs."

He also said, "Disruption for some of our people is inevitable with implications which are

well understood, but clearly, in the changed international situation in which we must operate, now and in the future, and in the severely constrained financial environment, support must be provided commensurate with the size of the Fleet and in the most cost-effective way.

"It will be necessary, therefore, to look for further reductions in the support and training areas to match the anticipated post-Options front line."

Earlier, introducing this year's Defence White Paper, the Defence Secretary Mr. Tom King had said that for most of the Armed Forces their future in the Forces would continue to be a good one. "The vast majority of them will not be affected in any serious way and I want them to know that," he said.

Other points announced in the outline of the Navy's future support infrastructure include:

- A continuing need for a naval presence at Portland.

- Ships of the Northern Ireland Squadron to move to Faslane.

- RN air station HMS Daedalus and a number of stores depots to close, and HMS Nelson's Gunwharf waterfront site — formerly HMS Vernon — to be sold.

After referring in a Commons answer to each of the four base ports and to the Portland operating base, Defence

Secretary Mr. Tom King said, "We will now proceed to rationalise the support activities in each of these naval base areas."

He went on, "The Rosyth-based squadron of four Type 42 destroyers — HMS York, Glasgow, Liverpool and Edinburgh — will be redeployed to Portsmouth, which will become their base port. This will allow the support activity for Type 42s to be concentrated in Portsmouth with consequent economies."

"This move to Portsmouth will take place progressively from mid-1993 to late 1994. In addition, the four ships of the Northern Ireland Squadron will move to Faslane in 1993."

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IN A SERIES of changes now under way in the higher administration of the Royal Navy, most parts of the Second Sea Lord's department are to integrate with CINNAVHOMER's staff, while at the same time some Service conditions matters will come under tri-Service administration.

But a wide range of naval personnel and other matters will in future be conducted from Portsmouth where the Second Sea Lord will be based and his appointment combined with that of CINNAVHOMER under a new title.

The move forms part of

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12 per cent manning cut by mid '90s

ROYAL Navy and Royal Marines numbers are to be reduced, in line with reductions in the size of the Fleet, from the present total requirement of around 63,000, including trainees, to about 55,000 by the mid-1990s.

The new 55,000 figure — announced in the 1991 Defence White Paper and 5,000 lower than envisaged in the Options for Change statement of July last year — reflects further work carried out in refining necessary manpower levels for the post-Options Service, Navy News was told.

In particular, the manpower requirement now takes into

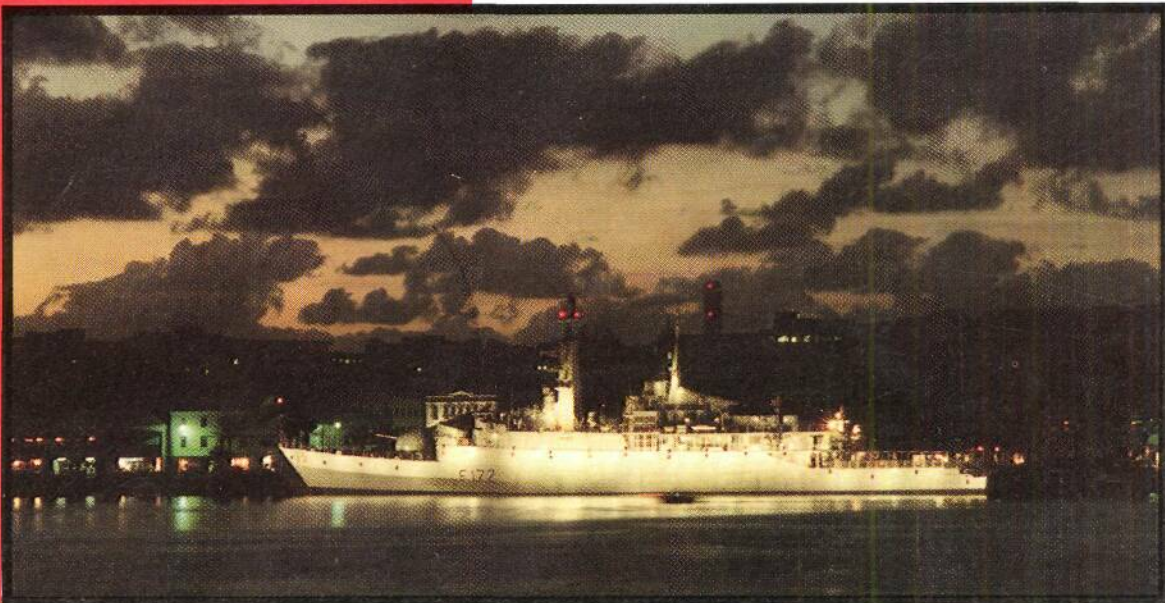
account plans for rationalisation of support activities. "There is no substance in Press reports that this lower level resulted from a deal to preserve the equipment programme at the expense of people," it was stated.

The high outflow of personnel in 1989-90 left the Navy under-strength and, although the loss of trained personnel

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HAMILTON LADY

FLOODLIT alongside at Hamilton, Bermuda, where ship's company members took part in the Queen's Birthday parade, is West Indies guardship HMS Ambuscade. More pictures by WO(Phot) Bob Pearce in page 29.



Daedalus donation

PRESIDENT of HMS Daedalus's WOs' and CPOs' mess, WO Denis Day, presented a cheque for £756.58 to Lieut.-Cdr. Bob Cox, Mechanics' Group Officer, in aid of the Carl Williams' Appeal.

AEM Williams, who was based at HMS Daedalus, contracted an incurable eye disease and is now at St Dunstan's, in Brighton, undergoing training to prepare him to cope with his disability.

The appeal also benefited from a donation of £174.50 raised by members of the Lecon-Solent branch of the Royal British Legion.

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PT staff at HMS Nelson organised a five-a-side football competition for the Wilhelmina J appeal.

The competition was won by a team of RN divers from FDU(ONE), one of 48 teams to take part, and £600 was raised for the appeal.

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The Trengweath Trust, a Plymouth-based charity helping handicapped children and children with cerebral palsy, has been adopted by Cunningham Division at Britannia Royal Naval College.

Over an eight-week period they raised £1,000 for the trust with a charity bottle, Trivial Pursuit quiz night and by holding a raffle with an unusual first prize.

The Division is run by an RAF exchange officer, Sqn.-Ldr. Jonathan Hull, and the main prize was to swap jobs with him for a day.

Didn't they do well!



TV personality Rosemarie Ford — Bruce Forsyth's "Girl Friday" in The Generation Game — visited Great Ormond Street Hospital for Children to accept, on behalf of the Bonham Carter Ward, an oximeter presented by RN engineers from the North Corner Group.

Staff at North Corner Group, part of the Fleet Maintenance and Repair Organisation, adopted the ward in 1988 and since then have visited the hospital to distribute gifts and bring cheer to the children.

Bonham Carter Ward specialises in heart surgery and staff were anxious to obtain an oximeter which measures oxygen levels in the blood following surgery.

North Corner Group made the oximeter the subject of their 1990 appeal and the £2,500 target was reached thanks to generous sponsorship from T. A. Brewers of Emsworth.

The team, led by Lieut. Jan Rowles (who has now left for pastures new) also called in on the general manager of the hospital, Admiral Sir Anthony Tippet, himself no stranger to the FMRO as he was a former Flag Officer Portsmouth.

● Pictured with Rosemarie Ford are, back, from left, CPOMEA Windy Gale, LWEM(R) Paul Martin, WREN Jane Teague, WOMEA Happy Day; middle, CCWEA Fred Horabin, Staff Sister Alison Tombs, Lieut. Mike Dolby, Nurse Sue Boyd; front, LWREN Wendy Broadhurst, MEM(M) Tony Wright and Lieut. Jan Rowles.

Sunny smiles from Argonaut

WHILE on WESTLANT deployment the ship's company of HMS Argonaut brought a smile to the faces of many local children.

During a visit to Maracaibo, in Venezuela, children from the Salvation Army Orphanage were invited to a party held on board. They all clearly enjoyed themselves although a little wary, at first, of some very convincing pirates!

After sailing from Maracaibo HMS Argonaut headed for the island of Grand Turk where a few willing volunteers helped redecorate the Soroptimist day-care centre. The team claimed a day's painting in the sunny Caribbean beat a day on board any time.

On the same afternoon the ship, which remained at sea during the visit, played host to a number of local school children.



Helping Hands



Highland fling for Inverness



SITTING high in the saddle is Dr. Margaret Douglas, of Raigmore Hospital's Rainbow Ward, who was on hand to greet four sailors from HMS Inverness after they had completed a sponsored cycle from Rosyth to Inverness.

LS(D) Taff Tromans, AB(D) Gareth Fletcher,

PO Charlie McCloskey and Lieut. Steve Window raised £500 for the children's ward and arrived in Inverness in time to rendezvous with their ship on a six-day visit to the Highland capital.

Highlight of the visit was the minehunter's commissioning ceremony.



Marathon effort

FIRST time marathon runner Lieut. Trevor Chamberlain, of CINCFLEET ME, notched up a respectable time during the London Marathon and raised £195 for Blendworth Centre, Horndean, a centre for handicapped children.

WOs Mick O'Shea, and Ricky Squibb, from HMS Royal Arthur, also took part in the marathon, completing the course in less than four hours and raising more than £500 for the Cancer Research and the Cancer and Leukaemia in Children trust.

ENTER JUPITER

A TEAM of cyclists from HMS Jupiter burned up the 350 miles from Portsmouth to Middlesbrough in only 20 hours — and raised £850 into the bargain for ENTER, the Ear, Nose and Throat and Eye Research project, based at North Riding Infirmary.

On their arrival in Middlesbrough Cdr. Martin Manning presented the £850 cheque to Cllr. Eddie Bolland, mayor of Middlesbrough.

Also pictured, from left, are LMEN Evans, CPOMEA Quirk, LMA Wickers, POMEA Wright, POWEM Whitter, LPT Ralston, LS(SEA) Lester, MEM Wilkinson and LRO Hall.

Warspite bids farewell

STAFF and residents of Netherwood House, Chelmsley Hospital, were presented with a video player bought with donations from the crew of HM submarine Warspite.

In 1986 HMS Warspite answered the call, sent in the form of a poem, from the hospital and agreed to send postcards from all her ports of call around the world throughout the period of her commission.

Sadly that commission has now come to an end and along

with it the close affiliation between the submarine and the hospital.

Lieut. Jo Jones represented the last commanding officer, Cdr. John Beatty, at the presentation of the video and was accompanied by CPOs Fisher and Cooper, PO Barrack and ABs

Clark and Phillips on this, the last of several visits to the hospital.

In addition to the video player the hospital was presented with a framed photograph of the submarine and a poem thanking the residents for their friendship over the years.

Snug new nest for Phoenix

FIRST phase of the new £13 million Phoenix Nuclear, Biological and Chemical Defence School began in June when Commodore Chris Hebron, Commodore of HMS Nelson, officially launched the project from the controls of a mechanical digger.

Work is now under way on the 23-month contract for development of the 7.5-acre site at the north of Whale Island, Portsmouth, allocated for the project. It involves the relocation of NBCD Training School from nearby Stamshaw and introduction of state-of-the-art training equipment.

Features of the building include practical instruction in damage control room simulators, a damage repair instruction unit, and a protection training unit which will authentically reproduce conditions at sea. There will also be training classrooms and administrative and support facilities.

Protection

A separate project to provide fire-fighting training is currently scheduled for Phase 2 development on an adjoining site.

Coastal protection of the site has already been undertaken with construction of a new sea wall. Extensive tree and shrub planting around the development will create a screen from Portsmouth Harbour.

First in towed array

HMS ARGONAUT is the first winner of the Towed Array Efficiency Award, given annually to the ship that is judged to have contributed most in towed array sonar operations and training over the year.

The award, which consists of a silver salver, a plaque and a cheque, has been donated by Dowty Maritime Ocean Systems who manufacture the Royal Navy's current towed array sonar system.

Channel yachts rescued

HMS ACTIVE joined forces with Falmouth Coastguard after a French yacht south of the Scilly Isles reported losing her steering equipment in a gale.

The Type 21 frigate, on sea trials in the vicinity, stood by until the arrival of St Mary's Lifeboat. The yacht and her two French crewmembers were towed to safety.

Earlier a diver from the Fleet Tanker RFA Olma came to the rescue of three sailors when their catamaran capsized north of the Channel Islands.

Capt. Peter Nelson despatched the diver in the ship's Sea King helicopter and, with the De Ruyter's sea boat, he helped right the catamaran and ensured the safety of the three-man crew.

Bar open

AFTER extensive refurbishment the WO's and SR's Mess lounge and bar at HMS Sultan has been officially reopened thanks to grants from the Sailors' and Fleet Amenities Funds, a loan from the brewers and Mess funds.

IN BRIEF

Happy return trophy

DURING a visit to Rolls-Royce Motor Cars by a party from HMS Cattistock, the Hunt class mine counter-measures vessel recently returned from the Gulf, they were presented with the Upkeep Trophy by Peter Hill, director of Manufacturing Operations.

COMMANDER of British Forces in the Gulf War General Sir Peter de la Billiere met staff and students representing all three Services and 12 NATO countries when he visited the Joint Warfare Staff at Royal Marines Poole.

THE DUKE of Edinburgh was honoured guest at the Royal Naval College, Greenwich, when the Variety Club of Great Britain, of which he is Patron, held a party to celebrate his 70th birthday.

FORGOING a three-day trek across the Black Mountains, the 14 members of 2060 Petty Officers' Course at HMS Royal Arthur got stuck into a spot of gardening, building a wildlife pond and restoring a sunken garden for the local Neston Primary School.

DEAF people from the Weymouth area were taken for a flight in a Sea King Mk4 of 772 Naval Air Squadron at Portland followed by a tour of the Harbour and Weymouth Bay.

A MODEL of the Trident submarine HMS Vanguard has been presented to Britannia Royal Naval College, Dartmouth, by Marconi Simulation with a display case made by apprentices from DRA Haslar.

THE Naval Riding Centre at HMS Dryad has received a new tractor — largely paid for by £10,000 from the Nuffield Trust. The old one was 35 years old.

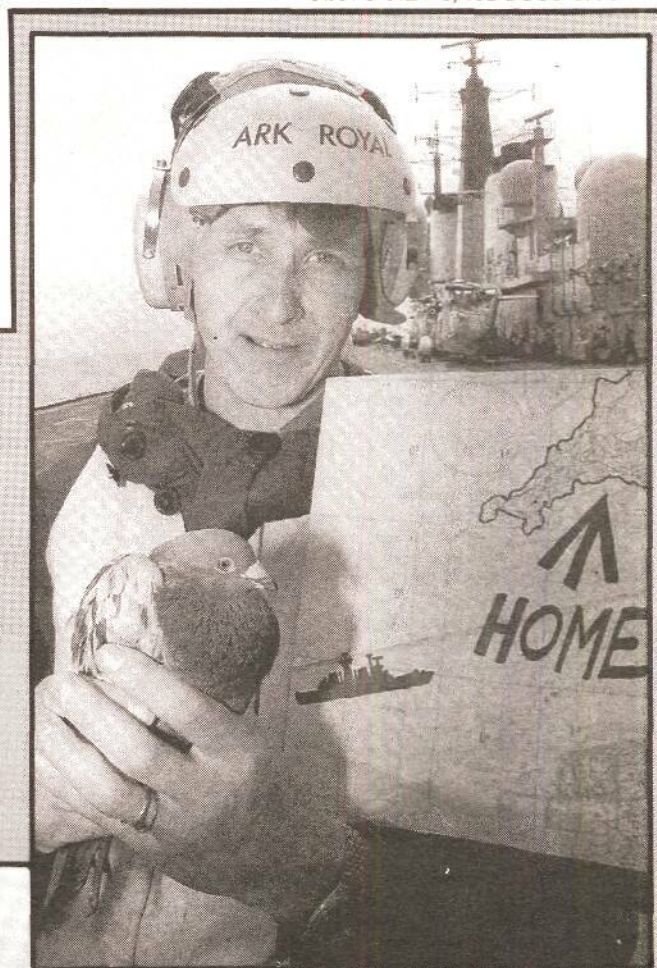
Stall pigeon

HORATIO the homing pigeon — his ample girth clearly advertising the good life in HMS Ark Royal — lazily hitched a ride in the carrier when she sailed from Portsmouth for Exercise Ocean Safari.

Exercise was the last thing on Horatio's mind, however — and when he eventually flew home it was by helicopter via Cudrose, despite L/A Flo Foord's careful directions.

Some pigeons who made their number with another Ocean Safari ship were not put off by the prospect of putting in a few more flying hours.

HMS Chatham played host to 21 birds who dropped in for a breather 300 miles out in the Bay of Biscay. Before long the Type 22 frigate contacted the owner on Opcon and told him they were safely off again, heading south ...



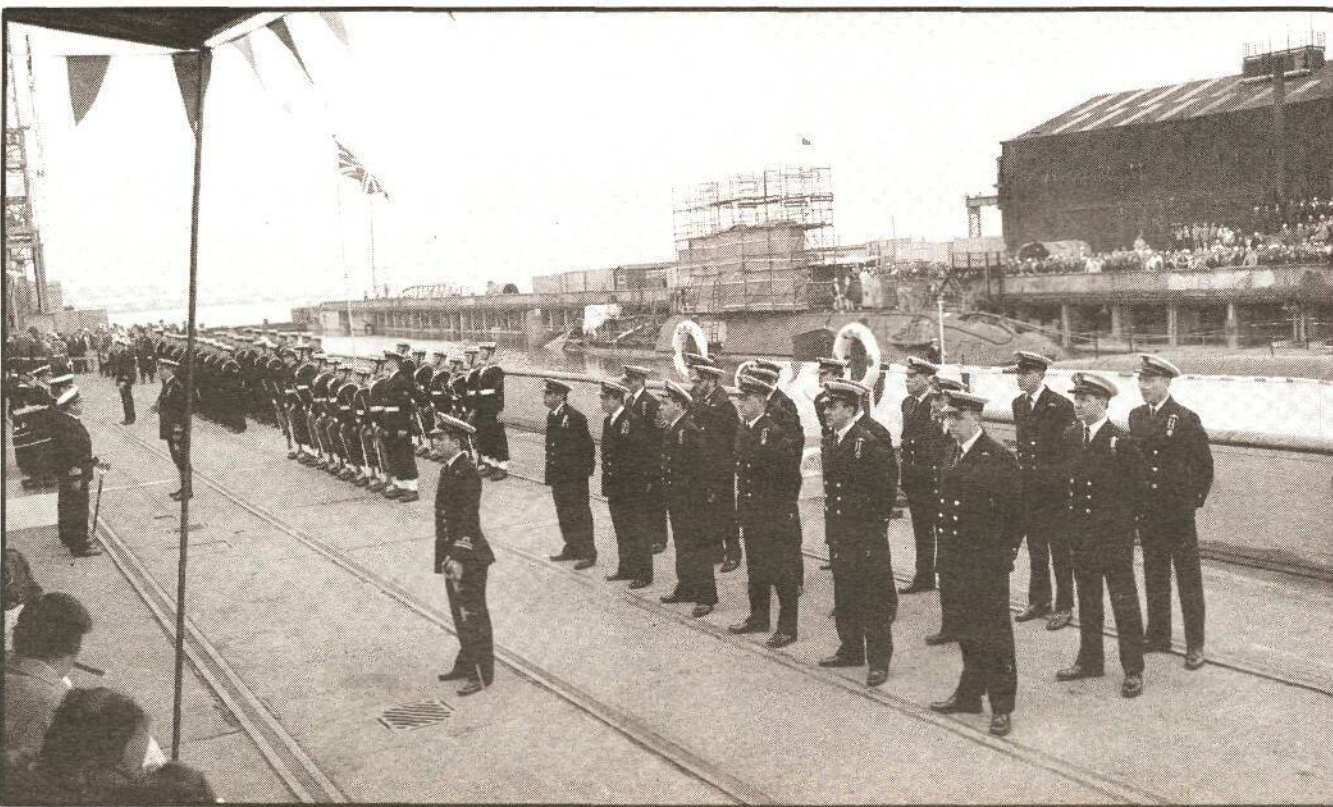
Eighty go on Safari

Over 80 ships took part in the 12-day NATO Exercise Ocean Safari, which focuses on protecting sea lines of communication between the US East Coast, the South Western Approaches to the Channel and Gibraltar.

HMS Ark Royal (left) led the Royal Navy's Anti-Submarine Warfare Group, with Sea Harriers from 801 Sqn and Sea Kings from 820 and 849 Sqn's embarked. Other units included HMS Birmingham, playing a major part in air defence with her Sea Dart missiles, and HMS Jupiter, acting as Convoy Escort Commander for the close escort.

Logistic support was provided by RFAs Olmeda, Tidespring and Olma.

Birkenhead's new baby



HMS UNSEEN, second of the new Type 2400 patrol class submarines, is the first submarine to commission and leave Cammell Lairds Birkenhead shipyard for 21 years.

The ceremony took place before over 1,000 guests, including family and friends of the ship's company, Cammell Laird personnel and representatives of all the Unseen affiliates.

Special guests included Lady Paddy Thomas, the submarine's patron, and Capt. "Tubby" Crawford, captain of the first Unseen, the Second World War boat, along with 20 other ex-Unseens and families.

After the ceremony, at a reception at Birkenhead Town Hall, toasts were drunk to the future of HMS Unseen and to the future of Cammell Lairds shipyard. The commissioning cake, which took LCK Taff Burtenshaw three months to make, using all the traditional ingredients, including a bottle of rum, was all eaten up within 15 minutes!

● HMS Ursula, third of the Upholder Class is in build in the background.

QA/Stewards merge to give more variety

Thanks!

MOST Granby jobs were filled at short notice from shore units which invariably meant moving people with little notice, leaving gaps as a result. Without exception everyone accepted the situation, was helpful, understanding and constructive. Drafty is very grateful.

The Second Sea Lord has approved the merger of the Quarters Administrators with the Stewards branch. The existing QAs will still have a full career structure, with preserved advancement and promotion quotas, but no new entrants are being taken, and gradually stewards will fill current QA billets.

The QA's job offers a challenge, responsibility, and ample scope to exercise initiative. Liaison with many establishment departments, overseeing contract cleaning, administering the allocation and management of living quarters on behalf of the Accommodation Officer are all very much part of the job. There are complemented billets in all large shore establishments. Future Steward training will include QA duties in the syllabus.

Leading and Petty Officer Stewards who wish to explore the new challenge should complete a C240 in the usual manner. A PJT for these ratings will be conducted in HMS Nelson. DCI (RN)98/91 has the merger details.

Instructing could be the job for you

Cast your mind back to your New Entry days — Career Courses or Leadership Training — and you will recall those Instructors who not only knocked you into shape but whetted your appetite with their tales and experiences.

An Instructor's life is one of commitment, hard but rewarding work with enormous job satisfaction and the added bonus of contributing to the future generation of young sailors.

The demand for Instructors at RNSS Raleigh and RN Cookery School, Aldershot is continuous so why not take the plunge now and fill in a C.240 and change your lifestyle? For Aldershot, Divisional Officers should forward full service documents together with a recommendation to the Cdr. RNSS, HMS Raleigh.

To a certain extent many of you already instruct in your place of work and very good you are too — so why not volunteer to do it full time and pass on your much valued pro-

fessional skills? Instructional Technique courses are available and well documented lesson guides do much to help the beginner develop teaching skills and gain classroom confidence.

WRENS AT SEA AND OVERSEAS

S&S Wrens are now serving in HM ships Invincible, Juno, Batt-leaxe, Brilliant, Beaver, Cornwall, Fearless, Sirius and Brazen, and others due this year include Ark Royal, Cardiff, Broadsword, Liverpool, Ambuscade, and Southampton.

The number of volunteers is encouraging but more are required. If you are already a volunteer check with your UPO that your C171 has been actioned.

WRNS volunteers for LFS must tick the YES box on their drafting preference form to remain on the LFS roster. If in doubt complete a new DPF.



Drafty

Pussers and Medics

Changes for ADP test

THE ADP aptitude test mentioned in the Jan 91 issue is no longer available to establishments. In future assessments for ADP suitability with the S & S Branch will be arranged by Drafty for those being considered for programming billets.

Those interested in acquiring ADP skills should continue to make their wishes known on DPFs.

Outlook healthy but gaps remain

With the return of Op Granby medical staff to their respective sickbays/hospitals combined with buoyant recruiting, particularly on the female side, and a healthy throughput from the Medical Staff School, overall gapping within the branch has reduced since Autumn 1990.

However, what this slightly improved picture hides is the shortage of males required for Submarine and or Commando service and dire nurse

shortages, particularly ENG's. Since the majority of MA and ENG billets are in Haslar and Stonehouse it is the hospitals which are bearing the brunt of these shortages and hence the need to move nurses from sickbays last year to bridge the gaps.

To those ENG's and RGN's hoping to return to establishment sickbays, Drafty will be delighted to oblige just as soon as this is possible.

Volunteers for Family Services

The Medical Drafty desk also looks after Family Services' personnel — not a lot of people know that!

The Branch is open to both RN and RNS ratings aged 25-32 (but not technicians) who, among other factors, must have sufficient time left to serve after initial training (18 months) and must hold a full driving licence.

Volunteers who are recommended are called forward to a selection board convened by CINC-

NAVHOME usually in June each year. The annual intake varies in order to keep numbers around the 40 mark but averages between 2-4 per year.

Successful candidates can look forward to a stimulating 15 week 'conversion' course before joining one of the major naval bases where the work is challenging, varied and highly rewarding.

Full details are available in BR 1066 Chapter 19 and DCI(RN) 91/91.

Team changes and successes

After two years in the Medical drafting hot seat, trying to fill a quart pot with only a pint of people, Lieut.-Cdr. Geoff Marshall has been selected for promotion to Commander and has moved to London.

Good luck to Geoff in his new and well earned appointment and a warm welcome to the new Medical Drafting Officer, Lieut.-Cdr. Mark Wag-

staff, who at the time of going to print has a full head of hair without a grey hair in sight!

Congratulations also to Chief Writer Nick Carter on his selection for promotion to Warrant Officer and appointment to the staff of Flag Officer Portsmouth. Nick has been the S & S Drafty's office manager and ran the senior rates Writers desk. We wish him well.

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Wilton piles on the service

BACK at sea after an extended maintenance period, HMS Wilton has recently been converted for her new role as Dartmouth navigation training ship.

The conversion was undertaken at Rosyth and involved the removal of the Wilton's minesweeping capability and the installation of a purpose-built classroom for training.

Here young officers from Britannia Royal Naval College come to grips with the complexities of navigation. Previously they trained in HM ships Sandpiper and Peterel.

HMS Wilton operates mainly off the south coast of England. Extra accommodation and facilities have been provided for the trainees — who include Women's Royal Naval Service officers. For many of the trainees, these trips are their introduction to life at sea.

Minehunting

HMS Wilton's minehunting capability — a high frequency sonar to detect mines — has been retained. Once located, a mine can be destroyed by means of an explosive charge delivered alongside using a Gemini dinghy. Or an embarked diving team can investigate and then either destroy the mine or render it safe.

While hunting, the vessel is driven by small propellers mounted on her rudders. This system provides the precise manoeuvrability at the slow

speeds required for mine-hunting.

HMS Wilton was launched in January 1972 and entered naval service in the June of the following year. Built by Vosper Thornycroft to the tried and trusted Ton-class specification, she is famous for being the first mine countermeasures vessel to be constructed of glass reinforced plastic (GRP) and was the prototype for the latest generation of MCMVs.

At the time her hull was the largest ever constructed in GRP, a lightweight material requiring little maintenance and ideally suited to its non-magnetic signature to mine countermeasures.

HMS Wilton has been deployed all round the UK, Europe and the Middle East and has assisted in the successful clearance of mines from the Suez Canal in 1974. She has also taken part in such diverse activities as search and rescue operations for lost aircraft, missiles and ships, coastal patrol work and numerous exercises.



In the 19 years since her launch, HMS Wilton has tackled a variety of tasks and proved the value of glass reinforced plastic as a construction material for mine countermeasures vessels. Named after the hunt in Wiltshire, her badge, inherited from the wartime Hunt class destroyer, features the head of an eagle wearing a gold chain suspending a bugle horn.

DIVE-BOMBERS FAIL TO KNOCK OUT PREDECESSOR

EIGHT battle honours were awarded to the previous HMS Wilton, a Hunt class destroyer commissioned in February 1942. She joined the 8th Destroyer Flotilla of the Home Fleet at Scapa for convoy escort duty.

In addition to convoy escort, she took part in minelaying operations in the Denmark Strait and in August was detached from the Home Fleet for Malta convoy operation, Pedestal. During this she was dive-bombed nine times, but sus-

tained only superficial damage. Later in the year the destroyer took part in the North Africa landings at Algiers and narrowly missed being hit by a torpedo.

In early 1943 the Wilton participated in the operation which destroyed the German submarine U443 off Algiers and in the successful blockade of Tunisia, preventing the escape of enemy forces from the coast.

Laforey

In March 1944, in the company of the destroyers Laforey, Ulster, Tumult, Hambledon and Blencathra, she hunted U223 for 22 hours. The submarine was finally sunk by gunfire off Palermo after she had torpedoed the Laforey.

HMS Wilton then took part in operations to support the Army in Albania which resulted in the capture of Sarande and Corfu.

In December 1944, with three other destroyers, two landing craft and two motor torpedo boats, the Wilton bombarded the island of Lussinpiccolo, in the Gulf of Quarnero, Adriatic, where a base for enemy explosive motor boats had been discovered by aircraft.

The Wilton went in to point-blank range to destroy enemy gun emplacements, and was slightly damaged by machine-

gun fire. On December 12 she landed a reconnaissance party of Army and RAF personnel to survey the airfields at Zara Dalmatia (or Zadar, as it was called after recapture by Yugoslav partisans).

On December 17 the Wilton was back at Lussinpiccolo, taking part with three other destroyers in a bombardment of Fort Asino.

During 1945 HMS Wilton operated in home waters before being detached to the East Indies Fleet. When the war ended the ship returned home and was reduced to the reserve fleet. She stayed there, except for a brief spell as a training ship, before being scrapped in 1959.

● **Battle honours; Arctic 1942, Malta Convoys 1942, North Africa 1942-3, Sicily 1943, Aegean 1943-4, Adriatic 1944, Mediterranean 1944, North Sea 1945.**

POSTCARDS of Ships of the Royal Navy are obtainable at 50p each (minimum order £1.50) from Navy News, HMS Nelson, Portsmouth PO1 3HH. An order for 12 cards is priced at £5.50, and a standing order for the supply of each of 12 cards on publication can be arranged on receipt of £10. Prices include postage and packing, and postcards will be despatched on receipt of stamps, postal order or cheque. No postcards are stocked of ships which paid off before 1956.

Facts and figures

Pennant no: M1116. Displacement: 450 tons. Length: 46m. Beam: 8.5m. Speed: 16 knots. Range: 2,600 miles at 12 knots. Builder: Vosper Thornycroft, Woolston. Acceptance: June 13 1973. Main machinery: two Napier Deltic diesel engines developing 3,000 shaft horsepower. Active rudders. Armament: 1x40/60 Bofors. Ship's company: 23 officers and ratings.

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Investing for civilian life

I READ with interest the articles about "Certificate of qualifications" issued on leaving the Service. I left in 1988 as a CPOAEL after 22 years. I had obtained, by day release, some three years earlier, an HNC as an "investment" for civilian life.

I would not have dreamed of showing my Cert. of Quals. to any prospective employer as it would be meaningless to him. Instead I invested my time and effort on my CV — the two-day resettlement course on this was invaluable.

I had no trouble in obtaining offers of employment, only in deciding which one to accept! My only regret is that I did not have time to get a formal qualification in management. In the three years since my release I have moved twice — both for self advancement and job satisfaction. I am now in a position which I enjoy immensely and with the rewards to match.

Incidentally, I still believe that the greatest qualification an ex-Serviceman possesses is his mobility, closely followed by his flexibility and reliability. Maybe the employment figures are a little more daunting at present but a Serviceman has a definite advantage over his civilian counterpart. — G. Hart, Farnborough, Hants.

Superior learning

YOUR item "Dudes welcome on Western adventure" (June) tells of a planned expedition to the "Canadian Great Lakes."

In my far off schooldays, when it was the in thing to teach children about the British Empire, we learned all about the "Canadian Great Lakes." It's amazing how all the Canadian place names were well learned, but I don't recall hearing much about places on the US shores.

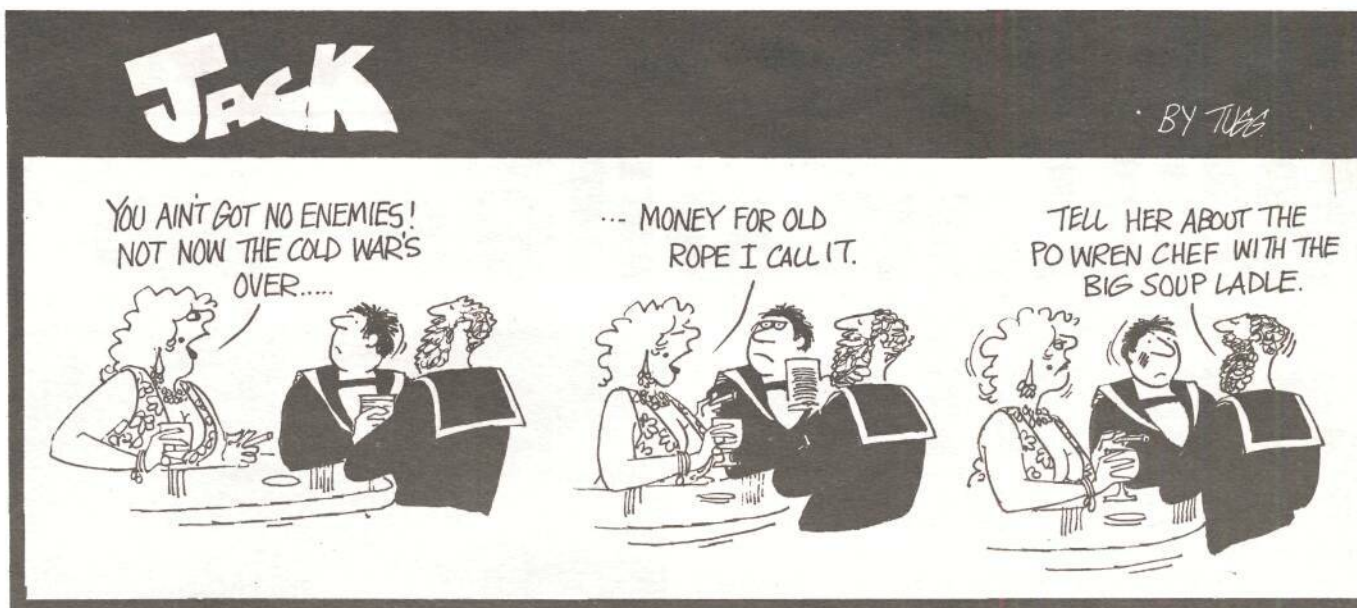
On a visit to Michigan in 1985, I mentioned to my host that they were always known as the "Canadian Great Lakes."

I quickly learned, to my surprise, that Ontario, Erie and Huron are half American. Superior is nearly two-thirds American, while Michigan is all in the USA.

Our American cousins never refer to them as the "American Great Lakes" — they just call them what they are, the Great Lakes. I don't think it's likely to cause an international incident but I think it would be more accurate if Britain dropped the word "Canadian" and also called them the "Great Lakes." — P. Relf, Gravesend, Kent.

Record delivery

"NO record" (May) is well beaten by myself and A. G. Woonton. We both joined the RN in April 1930 at HMS St. Vincent (60 and 208 classes) and are still in touch. — F. F. Buckingham, Culcheth, Warrington.



Letters



Service loyalty needed when marriages fail

IS IT not time that the Navy looked at the way it treated its men going through separation or who are divorced in these days of high Service marriage failures?

Royalist appeal

The Training Ship Royalist, the flagship of the Sea Cadets Off-shore Fleet, so familiar around UK and NW Europe in her black and white "warship" colours, has sailed some 180,000 miles crewed by 20,000 Sea Cadets since she was launched in 1971.

Royalist now needs a major refit costing some £200,000 so that she can safely continue to provide a challenging and rewarding experience for the young men and women of our country's future.

Fundraising activities have therefore started in earnest, with financial assistance being sought from many companies and thousands of individuals, and a number of special events have been planned to coincide with Royalist's itinerary during this year.

Further events planned include a reception and display alongside Royalist at Brighton Marina, which the Princess Royal has graciously agreed to attend, on Thursday 12 September, the event to be followed by a banquet at the Metropole Hotel. A further banquet will take place at St. James's Palace on 29 October.

Anyone wishing to attend future events or support the Appeal should contact me at the Sea Cadet Association, 202 Lambeth Road, London SE1 7JF. — Graham Shaw, General Secretary, Sea Cadet Assn.

When a man hits marriage problems he is given a three-month conciliatory period to see if he can sort things out. If he is shore side the Navy then slam him for food and accommodation charges.

This man, going through an already immensely traumatic time, has until such time as a court order is forthcoming, all the commitments of a married man, and these charges add immensely to his problems.

I have known many people — myself included — who had this problem. A lot of marriages fail because of a man's loyalty to the Service. Can the Service not show the same kind of loyalty to the man?

When the man gets his divorce, the trauma of it all is

beginning to recede, and he may meet someone to start up a new life. Why cannot the Navy be more in line with the Inland Revenue and recognise the man's new status?

I met a girl with two children, we bought a house together, and the tax man gives me all the "perks" of a married man. I have a large mortgage and all the other commitments of a married man, but once I go ashore I will be charged food and accommodation.

Can we not adopt a more modern attitude to the way people live — even the bureaucratic red tape of the Inland Revenue do — and not compound to the man's problems? — CY, BFPO ships.

Red letter day for pen-pals!

I'M writing to say I will soon be getting married, courtesy of Navy News pen pal section.

It all began in 1989 when I was in the West Indies and wrote to a girl in Kent. Letters went back and forth, with a few photos of course. Later we met and started going out and then — after I had a lucky escape from serious injury or worse in a motor bike accident — we got engaged.

A loan draft at only three weeks' notice made our wedding date look dicey, but with luck and some helpful people everything is now going ahead.

There will be uniforms and a beautiful bride, and I look forward to the day with much happiness, and a thankful word for Navy News. — A Happy Matelot, (LMEM, Hants).

● Our Pen Friends column is, of course, just that — simply a service which aims to provide postal introductions and often invites sailors far from home. But if romance blossoms and there are eventually wedding bells, our sincere congratulations and best wishes go out to the happy couple.

Trusting husband

REGARDING Wrens serving at sea, I have no qualms about men and women serving in the same environment at sea in an equal opportunities situation. However, I can also appreciate that women are sometimes not in a position to tackle the physical side of life at sea.

My wife is in the Navy and has spent more than five months at sea, and I am extremely fed up with comments made by some naval wives concerning their husbands' environment brought about by Wrens serving at sea.

My feelings are that both

men and women have an equally important job to do whether at sea or on land. Any relationship is based on trust. — Naval husband, Plymouth.

A good Idea!

WHAT an excellent suggestion from J. Stuart, of Stuttgart, (July) over an ID card as proof that you are who you say you are.

I have never, on joining several ex-naval associations or branches, been asked to pro-

duce my Service parchment, nor have I known anyone else to be asked.

An official ID card would be welcome, perhaps one that could be inserted into a machine as a pass, to prevent forgeries. — Jumpa, (Ex-Tel RNRV).

Bandies job is to hit the right note

THE caption to a photograph of a Royal Marines Band (July) stated that "Bandies" are fighting musicians.

Could I point out that while Bandies support the Commando role in various fields — for example, Medical Squadron and recently in RFA Argus in the Gulf — they most certainly are not fighting musicians.

The job of any musician is a constructive and often sensitive one and requires an attitude and various amount of application to fulfil properly.

We do not consider ourselves soldiers and I personally spend a great deal of time explaining to people we are principally musicians with a secondary role that is definitely not combatant. — P. A. Weston, Band Colour Sergeant, Bandmaster, HMS Collingwood.

Desert originals together again

YOUR item (March) headed "Gulf Squadron's desert originals," recalled the events at Worthy Down in 1958 as the "original formation" of 848 Squadron.

However, much earlier in the 1950s, the years of the emergency in Malaya, the squadron's helicopters were operating from RAF Kuala Lumpur and RNAS Sembawang, Singapore.

Gurkha troops were "regular curkha" and presented the unit with a silver kukri which is now in the Fleet Air Arm Museum, Yeovilton.

Any of the "originals" interested in a reunion might like to contact me. — L. Smith, Oakdale Lodge, Hopwood, Alvechurch, Worcs B48 7AT.

Phew, what a Scorcher

AFTER being out of the Royal Marines for 23 years memories came flooding back when I read (May) about HMS Neptune's new yacht being named after the S-class submarine HMS Scorch.

During the '60s I was in the Scorch for a Special Boat Section exercise taking place in the Channel in mid-winter, with the weather blowing up pretty bad.

On the order "Launch canoes" I was first man out of the hatch. One minute I was on deck, the next a wall of water hit me and I was over the side.

After quite some time I was hauled back on board by a well-thrown heaving line. Needless to say I was frozen, but I must thank the matelots who did a good job of bringing me around, especially the one who was under the blankets with me giving me a good rub down (I can always boast I've been in bed with a sailor).

If any of the crew who were on board the Scorch at the time are anywhere near the Yachtsman pub in Poole there is always a pint waiting for them. — J. Mitcheson, 111, Allens Road, Poole, Dorset.

Making a date to pick up rate

I AM at present serving in submarines, passed for LMEM(M) in June 1986, and have completed LRQC and leadership course.

Five years later, I am now aged 30 and am already an MEM(M)1.

No date has been given for when I can expect to pick up my rate, and I don't believe I will ever get one. — MEM(M)1.

● The official response to this one confirmed that there is at present little encouragement for candidates on this advancement roster. Since October 1989 there had been only four advancements to ALMEM(M) (SM).

The overbearing currently stands at 28 and, with a constant monthly reduction in authorised numbers, it was difficult to calculate when the next B13 would be issued. The published July 1991 list reflected that the top candidate on the roster had a basic date of April 1986.

LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.



No. 445 38th year

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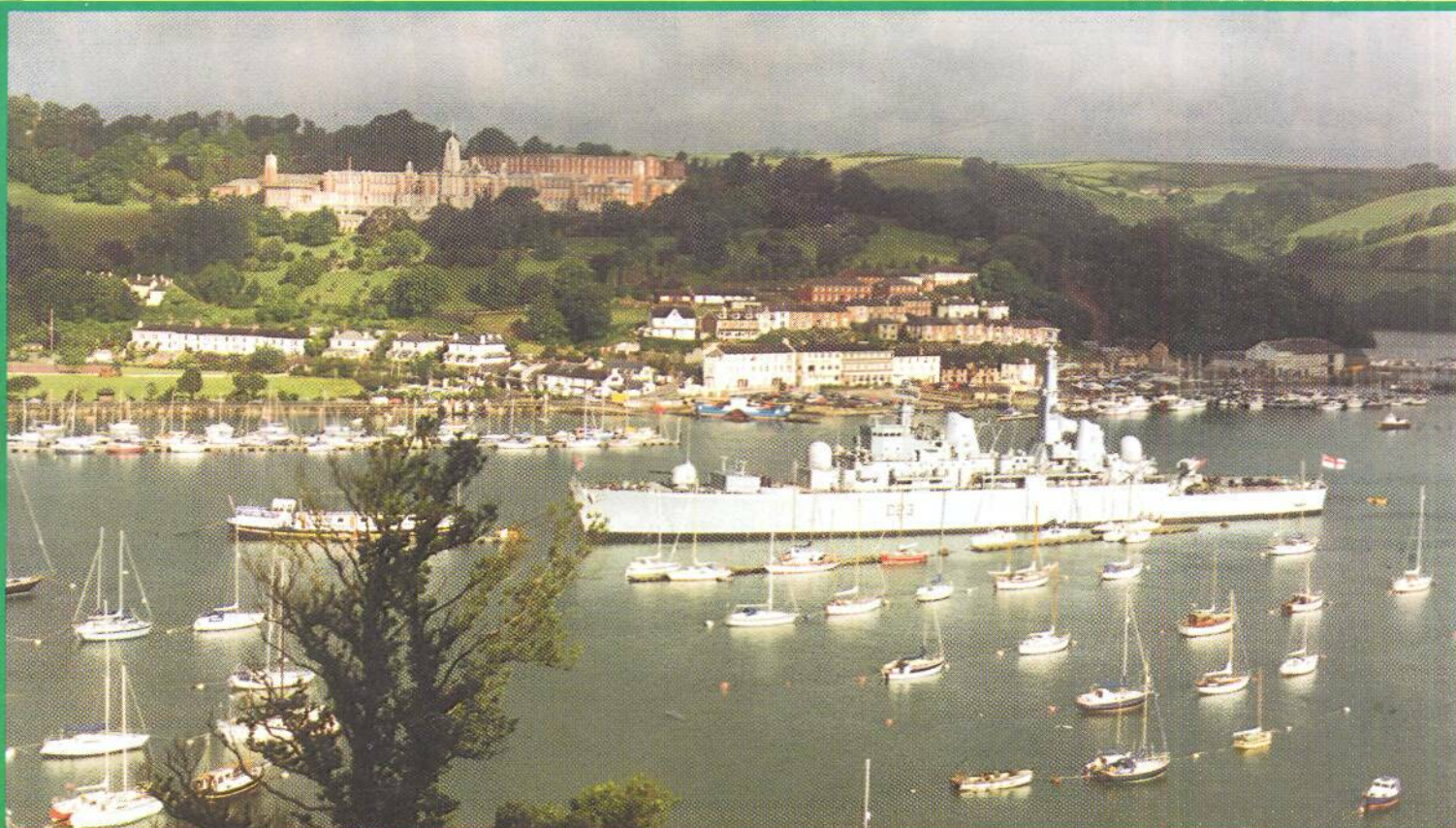
Bristol takes her leave

THE TYPE 82 destroyer, HMS Bristol, the only one of her class to be built, made a farewell visit to Dartmouth prior to her final de-commissioning and disposal.

Bristol had been the lead ship of the Dartmouth Training Squadron since 1987, operating in a training role giving young midshipmen their first experience of life at sea, so it was most appropriate that her paying-off and final visit anywhere in the world should be to the Britannia Royal Naval College.

HMS Bristol's future is, as yet, uncertain, and she may find a new lease of life sold to a foreign navy. Her commanding officer, Capt. Richard Hastilow, however, will soon be back at Dartmouth, for he takes over as Captain of the College in September.

● Picture, right — HMS Bristol moored in the River Dart, below the Naval College.



Fostering Anglo-Soviet relations

THE FIRST Sea Lord, Admiral Sir Julian Oswald, became the first person to travel to the Soviet Union while holding this appointment when he visited various naval establishments, ships and submarines in June. Responding to an invitation by the Chief of the Soviet Navy, Admiral Chernavin, he went to three of the four Soviet Fleet areas.

The visit started with a meeting in Moscow with Admiral Chernavin and Deputy Defence Minister and Chief of Defence, General Moiseev, where a wide range of subjects, including maritime arms control and environmental issues, was discussed.

Moving on from this cordial meeting, he flew to Severomorsk to see elements of the Northern Fleet. While viewing a Victor III SSN, Admiral Oswald (not a submariner by trade), was presented with a Soviet commanding officer's badge.

Questions

From Severomorsk, he flew to Leningrad where he met the Naval Base Commander and, among other places, visited a ship building research facility. He was also invited to address the Kuznetsov Naval Academy where, although it was a public

holiday, 800 senior officers turned up voluntarily to listen to his talk.

Admiral Oswald "fielded" a lively question and answer session, with much interest shown in Royal Navy issues.

While being shown around the academy, he saw officers undergoing tactical training. The scenario involved a sea battle off the coast of Norway in which their friendly forces were represented as red and the enemy — yes — blue!

Historical

Before leaving Leningrad, Admiral Oswald visited the Central Naval Museum, where he presented a refurbished 1912 naval officers sword to emphasise the historical link between the two navies.

Moving on to the Black Sea Fleet at Sevastopol, he was shown around a Kilo class SSK

and went on a four-hour passage to Yalta in a Krivak class frigate.

"Fascinating"

The ship gave a gunnery demonstration before a wardroom lunch of caviare and the Crimean delicacy of red champagne — not, it is reported, typical Soviet naval fare — indeed their warships are "dry". Later the Naval Infantry demonstrated an impressive battalion strength amphibious assault. Once the beachhead had been taken, Admiral Oswald was invited to examine the equipment and was given an enthusiastic unarmed combat demonstration. He was also presented with a Soviet sailors' uniform to go with the submarine commanders badge.

While in the Soviet Union, he flew 6,000 kilometres in six days and throughout the visit was invited to examine equip-

ment and question men freely.

"It's difficult to summarise such a fascinating visit but I was impressed with how open the Soviets were and keen to strengthen our relationship," he said. "I was made to feel most welcome."

□ □ □

● The ship's company of HMS Ariadne also made friendly contact with the Soviets when, during a visit to Antwerp, their frigate was berthed with the Krivak-class Bditelny and the latest Sovremenny-class destroyer, Bezbojazenny.

Mutual visits were made between the three ships, with Soviet officers and CPOs attending functions in Ariadne, and the Soviet ships welcoming visits from Royal Navy personnel.

A volleyball match was also arranged, with a very diplomatic final score of 1-1.



For those in peril

Disaster at sea is something we all learn to live with. But worse things can happen ashore — when sailors grow old, become disabled, fall on hard times, leave widows to be cared for and children to be educated.

King George's Fund for Sailors looks after Naval widows and orphans from two World Wars, the Falklands Campaign and the years between. It is the Royal Navy's and Royal Marines' own particular Charity and the safety net for more than 100 maritime organisations.

Founded by Britain's great Sailor King, George V, KGFS depends on your generosity. We look to you to help us continue supporting our casualties, from orphan care to old people's homes. Your donation and your legacy are vital!



KING GEORGE'S FUND FOR SAILORS

The Safety Net for all Seafarers



Admiral Oswald boarding a Kilo-class submarine in Sevastopol, during his tour of the Soviet Union.

IN THE RULING EYE



The Queen at the Gulf Parade —

PRIDE without pomp was the keynote of London's Gulf Parade which passed Mansion House in less than nine minutes — four Royal Navy and one Royal Marine detachments joining a 1,000-strong salute to the forces that helped liberate Kuwait.

The Queen was joined on the dais by The Duke of Edinburgh, the Prince and Princess of Wales — Prince Charles in the uniform of an RN Captain — Prime Minister John Major, most of the Cabinet and leaders of the Opposition, the Lord Mayor, Sir Alexander Graham, and the Crown Prince of Kuwait.

The marchers were cheered on their way from Finsbury Square to the Guildhall by a crowd of over 50,000 — who voiced their own feelings of satisfaction and relief loud and clear.

Drizzling rain restricted the fly-past, originally planned to include every type of aircraft that flew in the conflict — though the helicopters that were the stars of the war at sea were able to take part.

In his speech after lunch — given for all the participants by the City Corporation — Prince Charles spoke of a job undertaken "with consummate professionalism and without undue fuss."

In contrast to the ticker-tape welcome that rained down on US forces marching through New York — a celebration in which HMS Edinburgh represented the Royal Navy, as featured last month — the proceedings had been understated.

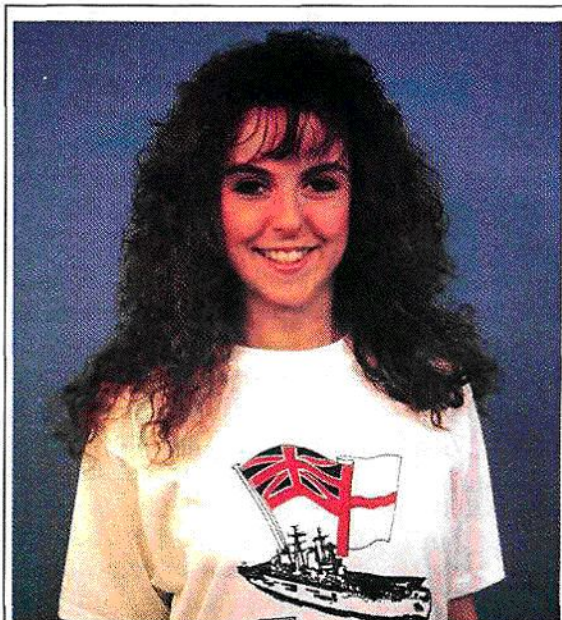
"Most of us, I suspect, felt no particular desire to dance in the streets or to gloat unnecessarily over such a victory — in many ways our sympathies lay with the poor, abused Iraqi conscripts whose tragic fate lay in the hands of one unmentionable dictator . . . We are giving thanks for the unbounded, selfless sense of duty displayed on all occasions by our armed forces. They did not revel in victory, nor did they wish to humiliate a beaten enemy."

On the same day Portsmouth also struck a quiet note with a special thanksgiving service in Guildhall Square led by the Bishop of Portsmouth, the Right Rev Timothy Bavin. All the Portsmouth-based ships which served in the Gulf from the Iraqi invasion of Kuwait last August to the end of the war in March were represented.

- Left — the Royal Navy and Royal Marines contingents march past the Royal Exchange as they approach The Queen at Mansion House (below).
- Bottom — the statue of Queen Victoria looks down on the parade in Portsmouth's Guildhall Square.

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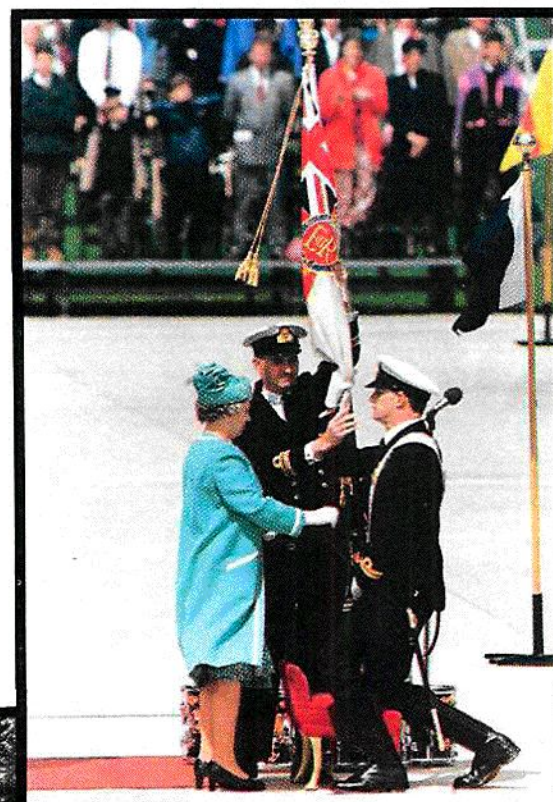
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— and with the Fleet Air Arm

The Queen presents the Naval Air Command's new colour at RN air station Yeovilton (see below).



— at HMS Mercury

THE Queen and Duke of Edinburgh visited HMS Mercury as part of the celebrations marking the 50th anniversary of the Signal School at Leydene.

During the visit the Queen planted a tree near the wardroom, Leydene House, and attended a reception in the WO's and Senior Rates mess before meeting families of naval personnel serving in the establishment.

Members of the mess later presented the 50th anniversary cake to the Rachel Maddocks School, their adopted charity.

Among the crowds who were there to greet the Queen were nine survivors from the HMS Kelly Reunion Association.

Formed by survivors from HMS Kelly, sunk during the Battle of Crete in 1941, the association forged a link with HMS Mercury when it was suggested the New Entry Training Squadron be renamed Kelly Squadron — the squadron also retains the old ship's motto "Keep On".

HM Signal School moved to Leydene Estate in 1941 when the existing signals training centre, based in Portsmouth, was bombed.

The site was to be returned to its owners after the war but was bought by the Admiralty and considerable development took place over the next 40 years.

HMS Mercury trains officers and ratings in basic, continuation and advancement courses as well as NATO and other foreign and Commonwealth officers.

The base is, however, due to close in two years' time when its functions will be transferred to other establishments.

Later the royal couple were joined by the Duke of York when the Queen presented a new colour to the Naval Air Command at RN air station Yeovilton.



Relief work

The Queen, who presented the old colour at HMS Daedalus in 1956, praised the Fleet Air Arm's continued "formidable" reputation, further enhanced in the Falklands and Gulf conflicts and in peacetime support activities among communities in every corner of the world.

NAC personnel were still engaged in relief work in Kurdistan and Bangladesh and were represented at the ceremony by 400 of their colleagues from the air stations at Yeovilton, Portland, Culdrose, Prestwick and Lee-on-Solent.

A flypast of 57 aircraft illustrating the heritage of the FAA, its nine shore-based training squadrons and 12 front line squadrons followed the parade when the Queen met members of the field gun crew — holders of all five Royal Tournament trophies — who fired a 21-gun salute on her arrival.

● Above — the Queen inspects the Royal Guard of 48 men accompanied by Capt. Paul Sutermeister and the Guard Commander Lieut.-Cdr. Peter Payne.

● Right — to commemorate her visit to HMS Mercury the Queen plants a Golden Beech tree outside the wardroom, Leydene House.



Shot gun rider

PO Paschal Powell, serving in HMS Gloucester, arrives in London for the celebrations to welcome home the Gulf forces. The Type 42 destroyer was joined by the minehunter HMS Atherstone and the RFA Sir Percivale. All three provided contingents for the parade.

During the war to liberate Kuwait HMS Gloucester provided air defence cover for US battleships bombarding Iraqi shore positions while the Atherstone swept channels through the minefields for them.

WRNS Trust centre stage



AMONG the Women's Royal Naval Service personnel present at the annual general meeting of the WRNS Benevolent Trust were Lieut. Heather Black and CWREN(FS) Kate Nicol, pictured (right) chatting to the Princess Royal.

Princess Anne, Chief Commandant WRNS, is president of the Trust, which helps Wrens and ex-Wrens in need.

was captained by CWRENRS Dia Armstrong (pictured centre) and also included POWREN(R)

Georgina Wilson (left), who has now left the Navy. With them is the programme presenter, Sarah Kennedy.

Kate, whose work sometimes involves referring cases to the Trust, was delighted to be able to raise funds for this particular good cause when she and two colleagues appeared on the Busman's Holiday television quiz, sponsored for the number of points gained.

The programme pits profession against profession and the Wrens from Clyde Submarine Base competed against teams of rose-breeders and rugby referees. For the result tune in to ITV on August 21 at 7 p.m.

The Wrens team (above)

Journal winners

A PRIZE of £100 and two years membership of the Naval Review has been won by Sub-Lieut. Mark Smith (RNEC Manadon). Runners-up for the Commander in Chief's Journal Prize 1990, who each received £10 and two years' membership, were Sub-Lieuts. Guy Dale-Smith (HMS Bristol), Andrew Course (HMS Collingwood), Kenneth Houlberg (HMS Blackwater), Philip Smith (HMS Nelson) and Peter Coulson (HMS Collingwood).

People in the News

Raleigh keeps it in the family



THAT'S my girl. WO(COXN)(SM) Gordon Blackmore proudly watched his daughter, WRENSTD Kirsti Blackmore, pass out from HMS Raleigh.

Gordon, who has served in the Royal Navy for 28 years, is HMS Raleigh's health and safety at work officer, while Kirsti is now continuing her training at the establishment in Ceres Squadron, the RN Supply School.

● And that's my boy... WEM Carl McKay has also delighted his family by passing out from Raleigh.

Carl's father CMEM(M) Mac McKay and his step-mother, CWRENWTR Linda McKay, are both based at Raleigh.

But it goes further than that. Carl's own mum, Celia, his step-father and his grandfather are all ex-members of the Senior Service and were all present at the passing out parade.

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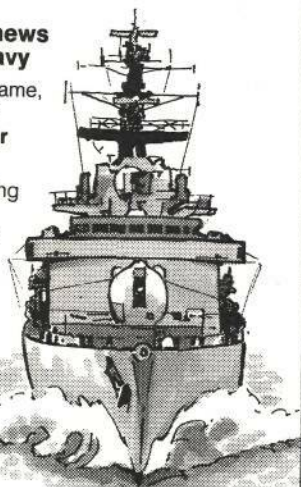
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CROSS? OH NO, WE'RE HAPPY!

CAPTAIN of HMS Mercury, Capt. Paul Sutermeister, is pictured with the first seven cross-trained radio operators to pass out of the Royal Navy's Communications School.

These seven successful young men and women have been trained in both the traditional general communications specialisation and also tactical communications. This will apply to all Communicators in the future.

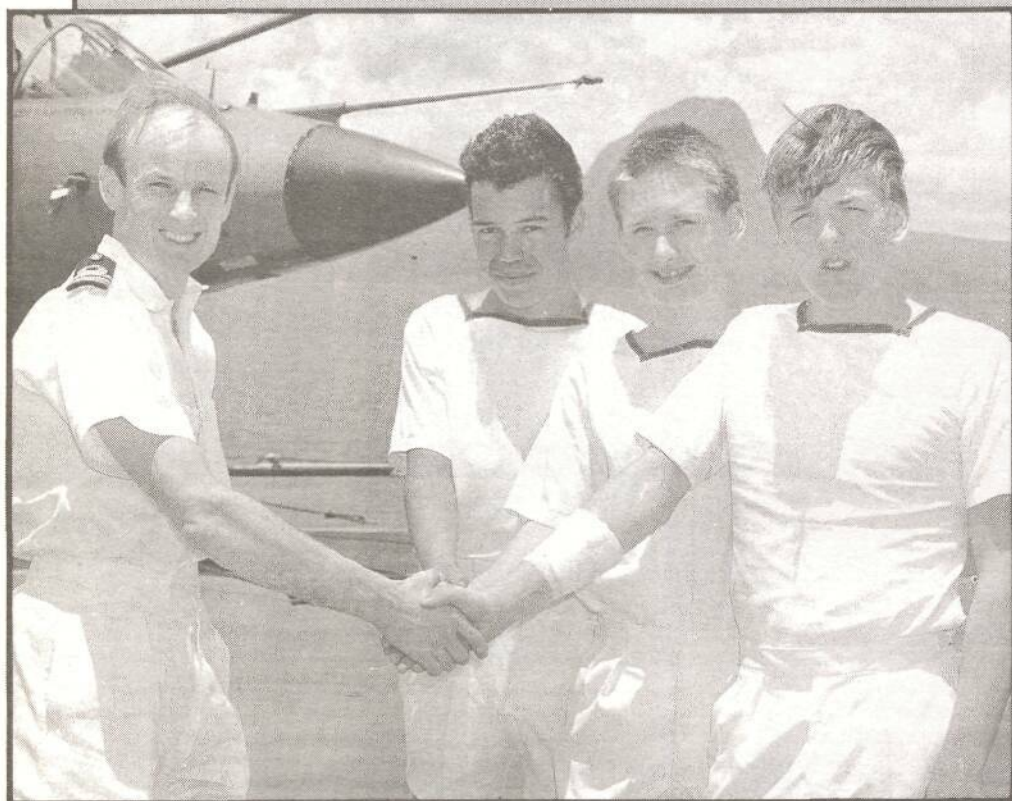
The magnificent seven are (back row, from left) JRO Simon Jarrold, JRO Matthew Brown, JRO Nicholas Cowlishaw, JRO Mark Whittaker, (centre row) WRENRO Emma Wray, WRENRO Emma Riley and WRENRO Debra Webb. Standing to the left of Capt. Sutermeister is instructor RS Mark Barnes.



People in the News



FROM SUNDERLAND TO ST LUCIA



WHEN HMS Invincible visited Sunderland last summer, three local boys who toured the ship were so inspired by the occasion that they decided to join the Royal Navy.

Now, having completed their training, MEMs Wayne Cole, William Procter and Neil Appleby are all serving in the carrier.

They are pictured on the flight-deck being welcomed to their duties as marine engineering mechanics by the head of their department, Cdr. Richard Pelly.

The shot was taken off the Caribbean island of St Lucia at the end of an exercise carried out with units of the American, Dutch and French navies.

Picture: LA(Phot) Dave Trish

Half your luck!

NO, it's not James Bond, but PO Keith Farrow amid the bevy of beauties...

As a member of Commander British Forces Gibraltar Rear Admiral Geoffrey Biggs' staff, Keith was in the right place at the right time.

CBFG's official residence, The Mount, was venue for a fashion show in aid of the Red Cross. Organised with the help of Mrs Caroline Biggs, the event raised £1,700.

The fashions — provided by Classics boutique, Gibraltar — proved a big hit, not least with Keith, who's pictured with (l-r) models Margaret Lombard, Alison Olivero, Tanya Desoiza and Diana Sutherland.



A BIG NOISE IN MEDICINE

A COURSE on "Interpretation and Measurement Techniques in Noise Control" wouldn't be everyone's cup of tea, but for Surgeon-Cdr. Brian Pingree it was just what the doctor ordered.

Brian is a consultant in occupational medicine at the Institute of Naval Medicine in Gosport and he attended the course at Southampton University courtesy of a bursary from the Smith and Nephew Foundation.

The Foundation, established in 1974, supports education and research in the medical, nursing and allied professions.



Five decades' service

CDR. Keith Vicary, who joined the Directorate of Naval Warfare as the Navy department co-ordinator of exercise policy in 1978, retires this month (August) after 13½ years as a Retired Officer Grade 1.

But altogether Keith's continuous service amounts to 48½ years. He joined the Royal Navy as an Ordinary Seaman in March 1943. After the war he volunteered for extended service and was recalled as a sub-lieutenant.

In 1952 Keith was selected for a permanent commission and under-took a TAS specialisation course. Varied appointments at sea and ashore followed. His final appointment was to the staff of CINCPACVHOM in charge of the Port Headquarters Implementation Team at Fort Southwick.



Picture: LWREN(Phot) Alison Wright

PUT IT THERE

FATHER and son Geoff and Marc Dredge are shipmates on board the newly-commissioned Type 23 frigate HMS Marlborough.

As the youngest rating, 16-year-old Marc shared the honour of cutting the commissioning cake with Mrs Phoebe Eberle, wife of the captain, Cdr. Peter Eberle. First slice went to Marc's dad, marine engineer WO Geoff Dredge (see picture above).

The Marlborough is second of the Duke Class "whispering warships". She commissioned at Devonport to a fanfare of trumpets from her affiliated regiment, the 4th/7th Royal Dragoon Guards.

The Marlborough's sponsor, Lady Black, wife of Admiral Sir Jeremy Black, C-in-C Naval Home Command, was presented with a posy by Katrina Brogden (7), daughter of LREG Tony Brogden. She was also presented with a crystal fruit bowl on behalf of the ship's company by LS Don Ewers.

During the commissioning

ceremony three Long Service and Good Conduct medals were presented.

● The names of 13 shipmates from the former battleship HMS Marlborough, are inscribed beneath a framed painting of the ship presented to the latest vessel of the name.

The baker's dozen got together after Mr Robbie Roberts (ex-CPO GI) put a notice in Navy News' "Calling Old Shipmates" column. All over 80, some of the band have since passed away, but Robbie himself and Mr Harry Hughes were fit enough to attend the commissioning.

They were joined by two other "old Marlboroughs" who have more recently got in touch, Mr Bill Alder and Mr Sid Wise. The framed painting, paid for by the original 13, will hang in the new frigate's junior rates dining hall.

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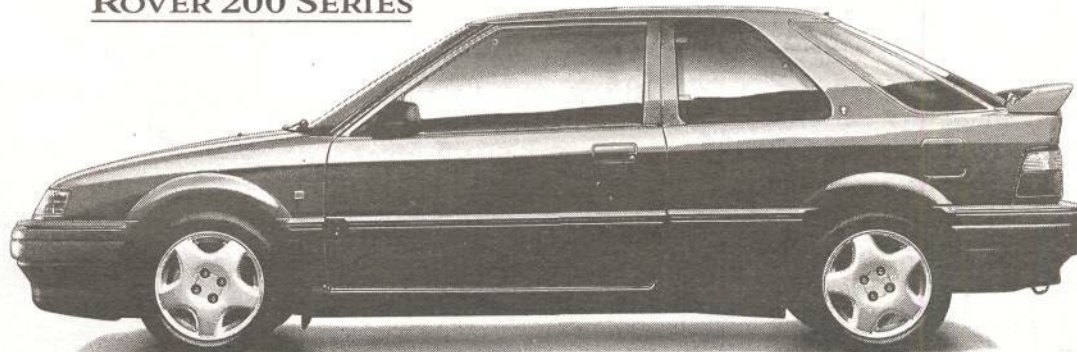
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UNAIDED, UNDAUNTED

HMS Hurworth, commanded by Cdr. R.J. Ibbotson during Operation Granby, encountered dense areas of mining in the Northern Gulf with both sophisticated ground and buoyant contact mines present.

Leading from the front, Cdr. Ibbotson — who gains the DSC — displayed outstanding professional qualities, says the citation. Safe transit routes were cleared through the main danger areas, and clearance operations continued to within eight miles of the occupied Kuwaiti coastline.

"Knowingly operating within enemy missile and coastal artillery range he was, by nature of mine warfare, without close escort; undaunted by this and despite coming under enemy fire on more than one occasion, he pursued the objective with single-minded purpose, earning the respect of all Gulf maritime forces in the process."

"Cdr. Ibbotson displayed absolute devotion to duty, fortitude and immense courage in the presence of the enemy."

Cool courage under enemy fire



Lieut. P. D. Needham — DSC

A MAJOR role liaising with the US Navy to develop Allied helicopter tactics for the North Gulf was played by Lieut. P.D. Needham, flight commander HMS Cardiff, who receives the DSC.

He was also the first to capitalise successfully on this work when, under the direction of a US Navy helicopter, he destroyed a Spasilac class landing craft. Flying within a mile of the coast under sustained fire, he identified the contact but had to break off because of lack of fuel.

But he returned to the same area and successfully pressed home his attack, causing the first sinking by an RN unit in the conflict.

A further series of attacks was conducted over the following days, resulting in the destruction of one TNC 45 fast attack craft, one T 43 minelayer and two Zhuk patrol craft. The final attack was particularly demanding and involved him in five approaches to determine the best attack heading while drawing severe anti-aircraft fire.

The citation refers to his cool and professional approach under fire and says his courage and competence were of an extremely high order throughout.

THE GULF war resulted in a list of gallantry awards to members of the Naval Service which includes seven Distinguished Service Crosses, a Military Cross, Air Force Cross, Distinguished Conduct Medal, Conspicuous Gallantry Medal, two Distinguished Service Medals and a Queen's Commendation for Brave Conduct.

In addition, there are 23 Mention in Despatches. Represented is a wide range of personnel, including HM ship captains, aircrew, divers, and RFA officers.

The MC and DCM awards were won by unnamed members of the Royal Marines Special Boat Service, with another of its members gaining a Mention in Despatches. Another Mention in Despatches went to a member of the Special Forces, Royal Navy.

Many honours were also gained by members of the Naval Service, providing — with the recognition of gallantry — a total awards figure of 100. The honours marked outstanding service afloat and ashore and covered both the theatre of war and "out of theatre" duty. Included were many people involved with maintenance of ships, aircraft and equipment, and with logistics.

The Senior Naval Officer Middle East, Commodore C. J. S. Craig, and the Chief of Staff to CINCFLEET, Rear-Admiral R. T. Newman, were both awarded the CB. Marshal of the Royal Air Force Sir David Craig, who was Chief of Defence Staff, was created a life peer.

In all, more than 800 military and civilian men and women who played a part in the Gulf received bravery awards or other honours.

FOR

Exeter's explosive situation

FOR HIS courageous action when a large electrical motor in the forward auxiliary machinery room of HMS Exeter exploded and caught fire, filling the compartment with dense, acrid smoke, A/POMEA G. P. Robins was awarded the Queen's Commendation for Brave Conduct.

He ran to the fire, arriving before power had been isolated and while the motor was engulfed in flames. Together with MEM Leng — who received the C-in-C Fleet's commendation — he attacked the fire with first-aid firefighting equipment and succeeded in containing the blaze to the motor itself, preventing the incident from developing into a fire which could have resulted in the ship's withdrawal from operational duties for a long period.

Divers' ordeal in the dark

FIVE gallantry awards were gained by members of two Fleet Diving Units which were involved in highly dangerous Gulf work, often operating in what the citations described as "atrocious conditions."

DSCs go to Lieut. S.M. Marshall, officer in charge, Fleet Diving Unit A, and Lieut. A.P. Williams, deputy officer in charge, Fleet Diving Unit B.

With FDU A embarked in RFA Sir Galahad, Lieut. Marshall led with selflessness and great personal courage, resolutely guiding his men in countermining operations against buoyant and floating mines and supervising protracted dives on ground mines to bring them to the surface, says one citation.

He showed conspicuous leadership by putting himself at the forefront of the action on many occasions and, in particular, deploying twice from helicopters to place charges on live buoyant mines. He flew on many helicopter sorties as the supervisor of the EOD team to search for mines, often within ten miles of the enemy coast.

Ashore later they searched the harbour and environs in three places, making safe unstable live ordnance, beached

mines, booby traps and improvised explosive devices, clearing buildings and oil tankers of ordnance and taking on the task of recovering bodies of Iraqi soldiers and Kuwaitis. Often these jobs required him and his unit to first reach the scene through areas of anti-personnel mines and barbed wire.

The conditions under which FDU A operated were "atrocious," with the men subsisting in cargo containers on a jetty with no light, sanitation or potable water, in an atmosphere heavy with acrid smoke and toxic fumes from the oilfield fires, and diving in water with zero visibility because of the thick oil pollution.

All the time they were at risk from random gunfire from uncontrolled factions in the local population.

Lieut. Williams was supervisor of an airborne EOD team and of diving operations from Gemini craft, spending many hours in helicopters in the front line of naval operations. He showed remarkable courage and stamina leading personally on countermining sorties, placing charges on live buoyant mines and diving for protracted

periods, often at night, on live ground mines. He also conducted the task of recovering bodies from the sea into helicopters.

Moving ashore, he took over as officer in charge FDU B, which was involved in port clearance work like that of FDU A and with similar atrocious conditions.

His conspicuous leadership, resolute professionalism and boundless energy ensured the unit's effectiveness remained at peak level, says the citation.

Cool nerve

As CPO of Fleet Diving Units A and B, CPO(D) P.J. Hammond, who received the CGM, was embarked in Sir Galahad. He acted as a supervisor of diving operations from Gemini craft in live minefields and of a helicopter-borne EOD team.

He took the leading role many times in protracted night dives on live enemy ground mines to recover them, at all times displaying admirable calmness and great personal courage and working tirelessly to protect and direct his men.

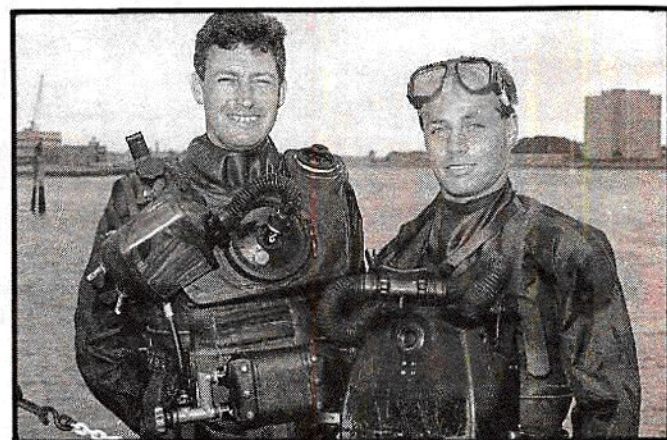
When the FDU's moved ashore he supervised and participated in the first search of oil tankers, bunkers and buildings for booby traps, the task of recovering bodies and making safe unstable live ordnance, beached mines and improvised explosive devices. Often he led his men through areas of anti-personnel mines and barbed wire to reach objectives.

"Through this extremely dangerous operation he was a focal point of experience among the divers, and his measured advice was highly prized by the officers in charge of the FDU's."

Two members of Fleet Diving Unit A, A/PO(D) R. J. Peake and A/PO(D) A. Seabrook received the DSM.

While in Sir Galahad, A/PO Peake was effectively the deputy officer in charge of the unit.

Operating as a member of a helicopter-borne EOD unit, he took part in the countermining of live enemy mines by deploying from a helicopter directly into the water or via a Gemini craft. Twice he attached countermining charges to buoyant mines, a task he undertook with immense courage. Aware



Lieut. Marshall (left) and P.O. Seabrook.

that jolting any one of the contact horns on the mines could cause them to explode, killing himself and injuring the rest of his team, he stuck coolly to the task.

Then he swam to a mine in rough seas, which heightened the difficulty of placing the charge without hitting the horn. One particularly unpleasant job was recovering the body of an Iraqi by strapping the corpse in front of him for hoisting into a helicopter.

The citation says he retained his buoyant enthusiasm and aggressive professionalism despite the "awesome adversity", showing dynamic leadership way beyond his rate and age.

A/PO(D) Seabrook, also embarked in the Sir Galahad, formed part of a helicopter borne EOD team tasked with destroying live enemy buoyant and floating mines.

Five times he deployed from a helicopter to swim to buoyant tethered mines to place a countermining charge, each time approaching the delicate task with a cool nerve and immense personal courage, knowing that knocking against one of the contact horns would detonate the mine killing him and injuring his standby team.

He maintained a resolute composure and iron will throughout each operation, and was also involved in the unpleasant task of recovering the bodies of two dead Iraqis, strapping the corpses in front of him for hoisting into the helicopter.

When the FDU A moved ashore he was involved in all the various tasks described earlier and the bad conditions. His boldness and vigour permeated through FDU A to produce a closely knit team.

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GALLANTRY IN THE GULF



Winning team

HMS Atherstone — latest winner of the Plessey Minewarfare Efficiency Trophy — arrives in London for the Gulf Parade. Her CO, Lieut.-Cdr Nicholas Davies, was mentioned in Despatches.

Taken to the limit

WITH HMS Brazen playing a leading role in the multi-national force implementing UN sanctions, and later providing air defence protection to Allied Units, her Lynx helicopters assisted in the destruction of the Iraqi Navy. As flight commander, Lieut.-Cdr. M. C. Pearey, who was awarded the DSC, played a major part in this task.

The citation tells how he conducted searches off the Kuwaiti coast at levels of below 100 feet and located 17 vessels heading south in support of the Iraqi assault on Khafji. HMS Gloucester's Lynx was called in to assist in the destruction of the enemy forces.

He continued to press home the attack at the very limits of the aircraft's range and endurance, says the citation, and his courageous leadership and professionalism contributed to the prevention of an Iraqi attack by sea on Saudi territory.

Next day he was again in action against two Iraqi vessels and later, again operating off the Kuwaiti coast, sought out small enemy craft hiding in coastal inlets and creeks. The aircraft came under fire while investigating a suspected mine.

He made a significant contribution to the destruction of the Iraqi Navy in circumstances which demanded the highest levels of professionalism, courage and stamina, says the citation.

Aussie's Air Force Cross

ON AN exchange tour from the Royal Australian Navy, Lieut.-Cdr. P. W. Nelson became a flight commander with 845 Squadron and, as captain of a Sea King HC Mark 4, was tasked to pick up two casualties from an Army forward dressing station.

In appalling night conditions he made an hour's transit to the dressing station at 150 feet above the desert floor, landing at the insecure site in full view of a continuing tank battle.

This was an exceptional feat of life-saving aviation, displaying outstanding courage and selfless dedication for the benefit of others, says the citation, and it exemplified his attitude and sense of duty throughout Operation Granby and his exchange tour.

'Calm and common sense'

HMS Gloucester's commanding officer, Cdr. P.L. Wilcocks, and her flight commander, Lieut.-Cdr. D.L.H. Livingstone, were both awarded the DSC.

During the months leading up to the Gulf war, the Gloucester played a prime role in enforcing the United Nations embargo, stopping, boarding and searching Iraqi and other suspect ships.

Throughout the war she was the most consistently forward of all Allied warships, remaining in defence watches for 53 days and nights.

She provided missile defence to the US carriers, helped detect and destroy enemy mines, controlled Allied air defence aircraft, launched many successful Lynx/Sea Skua attacks on Iraqi missile-armed fast patrol craft and, finally, destroyed in flight a Silkworm missile which was targeted against major Allied vessels.

Cdr. Wilcocks commanded with great stamina, calm and common sense, demonstrating aggressive flair of the very highest order, says the citation, which adds that the Gloucester through her many achievements brought the very greatest credit and honour on her cap-



Cdr P. L. Wilcocks — DSC

tain, his ship's company and the Royal Navy.

Lieut.-Cdr. Livingstone was a leading participant with US Navy ships and aircrew in developing joint procedures and tactics for use against Iraqi surface units.

From September until the end of hostilities in March Lieut.-Cdr. Livingstone flew 360 hours in support of naval operations, with 200 hours flown in January and February alone. He was involved in nine boarding operations, the destruction of seven enemy surface craft and location of two mines.

He showed professional skills, enthusiasm and courage of the highest order, says the citation. His active participation in the Battle of Bubiyan Island resulted in the destruction of a substantial part of Iraq's surface combatants, including three Exocet-capable TNC 45 patrol craft.



Lieut.-Cdr Livingstone — DSC

Gulf awards — the Navy list

DSC

Cdr. R. J. Ibbotson, commanding officer, HMS Hurworth; Lieut.-Cdr. D. L. H. Livingstone, flight commander, HMS Gloucester; Lieut. S. M. Marshall, officer in charge, Fleet Diving Unit A; Lieut. P. D. Needham, flight commander, HMS Cardiff; Lieut.-Cdr. M. S. Pearey, flight commander HMS Brazen; Cdr. P. L. Wilcocks, commanding officer HMS Gloucester; Lieut. A. P. Williams, deputy officer in charge, Fleet Diving Unit B.

MC

The Military Cross was awarded to a member of the Special Boat Service, Royal Marines.

AFC

Lieut.-Cdr. P. W. Nelson, RAN, flight commander, 845 Squadron.

DCM

The DCM was awarded to a member of the Special Boat Service, Royal Marines.

CGM

CPO(D) P. J. Hammond, supervisor of Fleet Diving Units A and B.

DSM

A/PO(D) R. J. Peake, Fleet Diving Unit A; A/PO(D) A. Seabrook, Fleet Diving Unit A.

Queen's Commendation for Brave Conduct

A/POMEA G. P. Robins, HMS Exeter.

Mention in Despatches

Lieut. R. J. L. Boswell, pilot, HMS Manchester; Lieut.-Cdr. C. M. L. Clarke, operations officer, HMS London; Lieut.-Cdr. P. N. M. Davies, commanding officer, HMS Atherstone; Capt. M. S. J. Farley, RFA, captain, RFA Orangeleaf; Cdr. C. D. Ferbrache, military assistant, British Forces Commander Middle East; LS(D) S. A. Fitzjohn, Fleet Diving Unit B; Sub-Lieut. M. J. Ford, flight observer HMS Gloucester; Lieut. G. Haywood, pilot, HMS Cardiff; Cdr. A. L. Horton, Royal Navy liaison officer, Gulf; Cdr. P. H. Jones, commanding officer, HMS Herald; Lieut. N. J. Last, flight commander, HMS Manchester; Lieut. P. A. McAlpine, executive and diving officer, HMS Dulverton; LS(D) J. F. McFarlane, mine clearance diver, HMS Dulverton; Lieut.-Cdr. I. McLaren, operations officer, HMS Gloucester; Sub-Lieut. R. J. C. Milligan, flight observer, HMS Brazen; AB(D) J. S. Ravenhill, mine clearance diver, HMS Hurworth; CPOAEM(M) K. S. Sargent, senior maintenance rating, 846 Squadron, RFA Fort Grange; Lieut.-Cdr. M. P. Shrivs, commanding officer, HMS Cattistock; Lieut.-Cdr.

F. L. Smyth, commanding officer, HMS Ledbury; Capt. W. J. Walker, RFA, captain, RFA Sir Bedivere; Lieut.-Cdr. C. G. Welborn, commanding officer, HMS Dulverton.

There were also Mention in Despatches for a member of the Special Forces, Royal Navy, and for a member of the Special Boat Service, Royal Marines.

CB

Commodore C. J. S. Craig, Senior Naval Officer Middle East; Rear-Admiral R. T. Newman, Chief of Staff to CINCFLEET.

CBE

Capt. J. A. Burch, Assistant Director (Middle East), Rest of World Directorate MOD; Capt. P. C. B. Canter, Assistant Chief of Staff (Operations) to CINCFLEET; Capt. J. B. Dickinson, RFA, captain, RFA Fort Grange; Capt. I. R. Henderson, commanding officer, HMS London; Commodore M. G. Rutherford, Director Personnel MOD.

OBE

Cdr. R. T. Crouch, engineering staff officer, CINCFLEET; Surg.Cdr. E. P. Dewar, senior medical officer, RFA Argus; Cdr. T. J. Eltringham, commanding officer, Sea King detachment ashore; Cdr. S. W. Graham, DNOT, MOD; Cdr. J. P. S. Greenop, DOR (Sea), MOD; Capt. D. E. W. Lench, RFA, captain, RFA Argus; Cdr. T. W. Ling, trials officer, Boscombe Down; Cdr. C. G. Massie-Taylor, MCM staff officer, Rosyth; Cdr. C. S. McHugh DOR(Sea), MOD; Surg.Cdr.(D) G. W. Myers, deputy Fleet medical officer, CINCFLEET; Cdr. A. R. Nance, commanding officer, HMS Cardiff; Capt. S. G. Pearce, RFA, captain, RFA Olva; Cdr. J. C. Scoles, commander Task Unit 321.1.9 (MCM vessels) in HMS Herald; Capt. B. P. Tarr, RFA, captain, RFA Sir Galahad; Cdr. D. R. Teer, staff operations officer, SNOME.

MBE

WO(AEA)(M) R. J. Bentley, Repair Workshop, HMS Daedalus; Lieut. C. Brazendale, Avionics Workshops officer, HMS Heron; Lieut.-Cdr. A. W. Bucknell, operations officer, Commander Helicopter Operations Cell; Lieut.-Cdr. M. W. Butcher, commanding officer, 826 Squadron; WO(MEA)(P), R. L. Clifford, staff ME to MCM2; Lieut.-Cdr. M. P. J. Croome-Carroll, operations officer, MCM2; A/Cdr. J. H. Eldridge, DNW, MOD; Lieut. K. W. Goldie, assistant Fleet NBCD officer (Portsmouth), CINCFLEET Staff; Lieut.-Cdr. D. W. Holmes, assistant Fleet NBCD officer (Devonport), CINCFLEET Staff; Lieut.-Cdr. R. C. Ireland, group logistics officer, SNOME Staff; WO(RS)(W) R. E. Lee, Fleet Electronic Warfare Support Group manager, CINCFLEET; Lieut.-Cdr. B.

J. Mansbridge, RN liaison officer with USN; Lieut.-Cdr. K. M. Napier, Naval logistics staff officer, JHC; Lieut.-Cdr. L. A. Port, commanding officer, 846 Squadron, RFA Argus; Lieut.-Cdr. I. C. A. Stobie, supply officer, HMS Herald, and group logistics officer to CTU 321.1.9.

Bar to BEM

CPOAEM(WL) A. P. Dunn, 846 Squadron, senior maintenance rating.

BEM

A/LWRENRO L. J. Adlington, DNOT, MOD; CCAEA(WL) P. Austen, product manager, HMS Daedalus; CY H. W. Baker, staff communications yeoman to MCM2; CWEM(O) S. C. Bell, fleet NBCD continuation training team, CINCFLEET staff; CPO M. Caley, RFA, chief petty officer deck, RFA Fort Grange; CPOAEM(M) S. A. Charles, in charge of Sheet Metal Work and Machine Shop, HMS Osprey; CPOAEM(M) P. J. Airey, Naval aircraft quality assurance inspector, HMS Daedalus; STD D. Goulding, RFA, steward, RFA Olva; CPO(MW) T. P. Harmer, MCM staff (Mine Warfare); Stores Officer (Grade C) J. J. Henderson, RFA, stores officer, RFA Fort Grange; RS M. A. P. Hoare, radio supervisor, HMS London; POSA S. J. Lamond, Stores Priority Progression Cell, HMS Heron; POAEM(M) C. G. May, Sheet Metal Workshops, HMS Heron; CRS M. McKeever, staff CRS to SNOME; CPOAEM(WD) M. J. McMillan, Fleet Weapon Engineering staff, CINCFLEET; CCMEA(M) J. H. Morgan, Forward Support Unit; CPO(MW) W. A. Mulrain, inter-departmental co-ordinator, HMS Atherstone; CPO(OPS)(M) E. R. Nutt, Fleet close range team instructor, CINCFLEET staff; CPOAEM(M) K. J. Olerenshaw, Support helicopter detachment, Middle East; CPOAEM J. B. Paterson, weapons engineering officer, HMS Dulverton; CPOACMN R. N. Sharland, Squadron chief aircrewman, 846 Squadron, RFA Argus; CPOAEM(M) N. L. Suggitt, Fleet Diving Units A and B; A/LRO(G) M. S. Thurston, DNOT, MOD; CPOAEM(R) K. L. Watkins, Rotary Wing Division Sea King Avionics, HMS Heron.

Royal Red Cross — ARRC

CNO G. M. Corrie, QARNNS, matron, RFA Argus.

Queen's Commendation for Valuable Service in the Air

Lieut. S. J. N. Kings, electronic warfare instructor, 829 Squadron.

High score

RN air station Yeovilton scooped no less than 20 of the Gulf awards, headed by an OBE for Cdr Tim Eltringham of the Commando Helicopter Operational Support Cell, seen here with the rest of the recipients.



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AIR movement units are no longer able to make exceptional arrangements using local budgets to transfer people from an Air Trooping or MOD-charter flight to a commercial airline.

Protracted flight delays overseas could, however, cause significant subsistence expenses, as well as having operational penalties, where a duty traveller is involved in urgent business. Judgment on whether these factors justify transfer to a civilian flight rests with the traveller's budget holder — but time and distance might preclude the traveller consulting his unit.

So, when authorising overseas travel on temporary duty, unit budget holders should consider whether delays to return travel would have unacceptable operational penalties.

If necessary a Delay Certificate should be provided which the individual or head of party can present to air movements staff as authority to purchase commercial airline tickets. Certificates will need to specify the length of delay (or forecast delay) for which the authority is valid.

DCI(Gen) 122/91



"He's not advertising chocolates — just can't afford to stay longer!"

Easier lines of communication

THE rules governing eligibility for sideways entry into the Communications Technician Branch have been reviewed, and agreement has been reached on a relaxation of the requirement for previous service, and for VG conduct.

Confirmed Able Ratings and above with 12 months' service in the Royal Navy and 12 months' continuous VG conduct may now apply for transfer as sideways entrants into the branch. There will no longer be any requirement for candidates to have attained three years' VG conduct, and four years' service.

New Entry trainees wishing to transfer will continue to follow the route recently introduced, although any application falling outside the criteria laid down may be considered on an individual basis.

DCI(RN) 128/91

Whale Island showcase

THE eleventh Royal Navy Equipment Exhibition, organised by the Defence Export Services Organisation of MOD, will be held at HMS Nelson, Whale Island, Portsmouth, from September 1-6.

The exhibition enables British manufacturers to exhibit a wide range of unclassified naval equipment to potential customers from both home and abroad. Invitations have been extended to about 60 countries, and many senior official overseas and industrial visitors are expected to attend.

More than 160 British companies will be exhibiting products in use or under evaluation by the Royal Navy, and various private venture equipment will also be on display. There will be demonstrations by naval aircraft and it is also planned to have a number of warships berthed in the vicinity.

The exhibition is not open to the general public.

DCI(Gen) 117/91

\$1,000 question

FULL details are given of rules for the US Naval Institute's annual International Navies Essay Contest and International Navies Photo Contest. These are prestigious competitions, particularly the essay contest, for which the first prize is 1,000 dollars.

DCI(RN) 116/91

Red hat for RASing

A RED-coloured industrial safety helmet is being introduced in HM ships and RFAs for use by gunline firing parties during replenishment at sea.

It will replace the painted steel helmet previously worn by gunline parties.

DCI(RN) 87/91

New video list out

LISTED are 22 new titles which have been produced since the RN Training Film and Video Catalogue was issued by the Services Sound and Vision Corporation in 1988.

The titles involved are available on short or long loan basis, and requests can also be made for permanent issue.

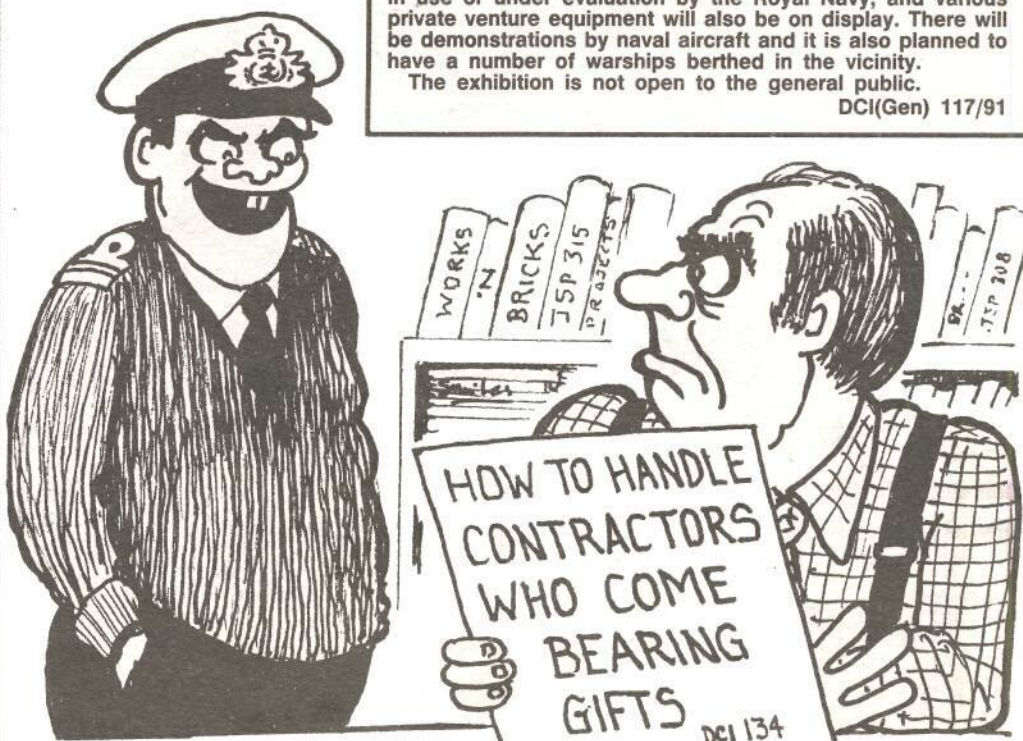
DCI(RN) 130/91

Thanks, but no thanks

SET out fully are the rules governing the way in which Crown Servants should react to offers of gifts or hospitality from outside organisations, particularly private companies in a contractual relationship with MOD.

Another announcement sets out the procedure to be followed when bringing official gifts from foreign governments and commercial organisations into the country following duty visits outside the UK.

DCI(Gen) 134/91



"I thought you welcomed them with open palms!"

DCI 134

Gloucester remembers with thanks

HMS GLOUCESTER's commanding officer, Cdr. Philip Wilcocks, flew in the ship's flight Lynx helicopter to Milford Haven School for a visit with two purposes — to express his thanks for all the support which the school gave to his ship during the time of the Gulf conflict, and to present a ship's badge to 12-year-old Matthew Leigh, this year's winner of the Albert Simmonds Memorial Shield.

Albert Simmonds was the finest athlete that Milford Haven School ever produced, and 50 years ago, serving as a 19-year-old able seaman in HMS Gloucester, he lost his life when the cruiser was sunk during the Battle of Crete. After struggling off the doomed warship Albert gave up his lifebelt to an older sailor, swam off and was never seen again.

The Memorial Shield is awarded annually to the First Year Victor Ludorum in the school's athletics sports, and since 1986, when the present HMS Gloucester was commissioned, each commanding officer has presented the year's winner with a ship's badge.

Lifesavers

WHILE on shore leave in Jamaica three ratings from HMS Fearless saved the lives of two young children.

LRO Paul Chilcott gave the kiss of life to a three-year-old girl who was found unconscious at Doctor's Cave, Montego Bay, and with LROs Paul Gough and Roger Ellis-Morgan helped revive a small boy.

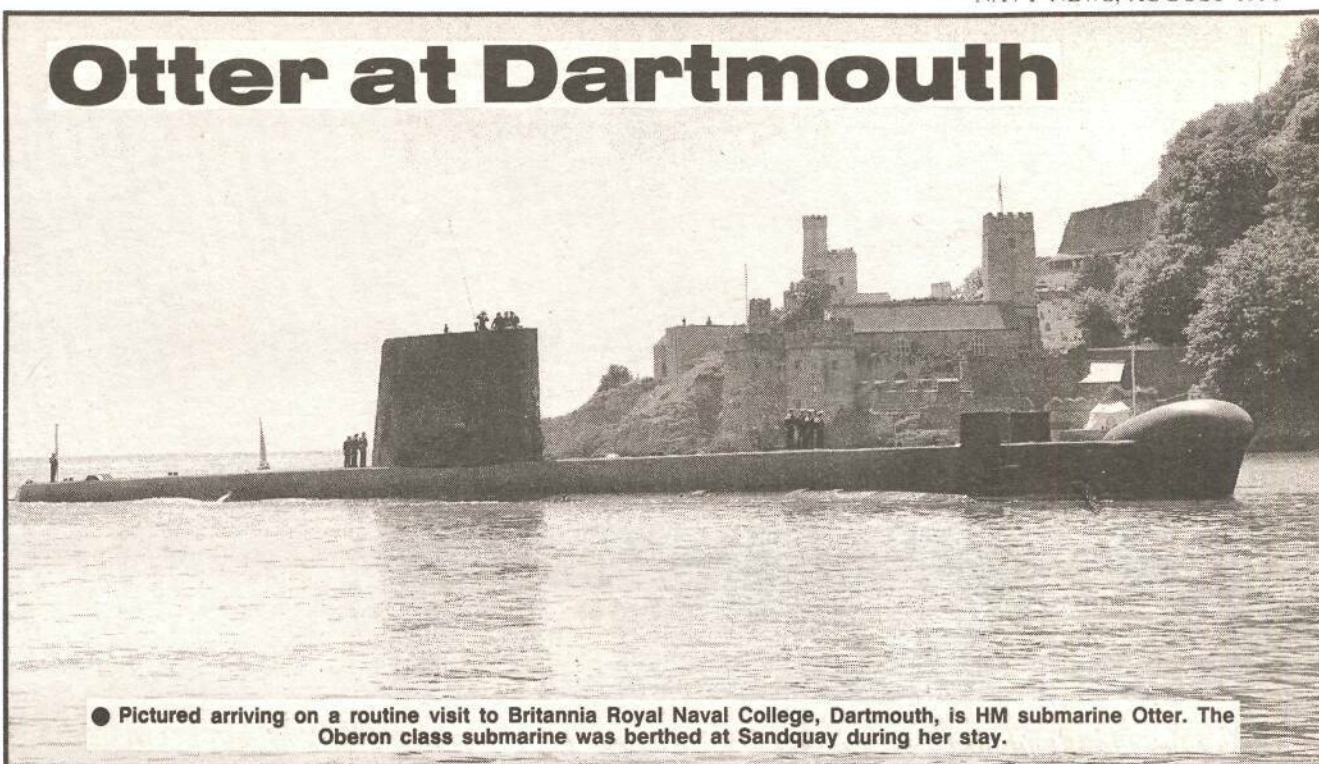
GERMAN 2-STROKE TREAT

WHEN HMS Minerva visited the German port of Rostock, formerly in the German Democratic Republic, her commanding officer, Cdr. Mike Priestley, had the unusual treat of the use of the now famous (or infamous) Trabant 2-stroke car.

Other unusual aspects of the visit were tours of Parchin class corvette and a Kondor class minesweeper, now integrated into the Federal German Navy, while visitors to HMS Minerva included a Soviet Admiral and General, local commanders of forces still stationed near Rostock.

Further highlights included daytrips to Berlin, a children's party, an ever-popular brewery run, barbecue and civic reception and many sporting events, all combining to make the visit a busy and enjoyable one.

Otter at Dartmouth



● Pictured arriving on a routine visit to Britannia Royal Naval College, Dartmouth, is HM submarine Otter. The Oberon class submarine was berthed at Sandquay during her stay.

MARINES' MUSICAL TRIBUTE

THE ROYAL MARINES marked their leaving of Eastney Barracks, their Portsmouth home, with a blaze of music and colour, as CinCNAV-HOME's Band performed a musical pageant, a historical record of the marines presence in the city over the last 300 years, with music signifying each era.

Among the enthusiastic audience of over 600 gathered at the barrack's church of St Andrews to witness the event, was Lieut.-Col. Sir Vivian Dunn, the founder of the modern Royal Marines band service.

Seven-O-seven the Rolls-Royce of squadrons

A VERY busy year for 707 Naval Air Squadron, whose Sea King Mk 4 helicopters flew over 3500 hours with above average aircraft serviceability, has been rewarded by the award of the Rolls-Royce Engineering Efficiency Trophy for 1990.

The squadron, based at RNAS Yeovilton, trains the aircrew and maintenance personnel to support the Navy's front line Commando Helicopter Squadrons, and many extra technical demands were placed upon it to meet the support requirements for the Gulf War and subsequent Kurdish refugee relief operations.

The Rolls-Royce trophy, awarded annually to the squadron, ship's flight or other Fleet Air Arm unit judged to have achieved the best overall standards of engineering efficiency and effectiveness during the year, was accepted, on behalf of the squadron, by the Air Engineering Officer, Lieut. Alan Malcolmson, from Rolls Royce's Director of Military Engines, Mr. C. Green.

Danae, hot-shot to the last

PROVING that she remained a hard-hitting, hard-working ship right up to the end, the week before she finally decommissioned HMS Danae won the Rooke Trophy for the most effective Seacat missile firings over the year, and she was also the runner-up for the annual Exocet Trophy.

Danae has now been handed over to the Ecuador Navy, and re-named Bae Moran Valverde.

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WWG/NN



"Looks like some sort of press gang in reverse!"

NEWSVIEW

Into time of big change

THE latest series of announcements outlining the future shape and size of the Royal Navy embraces ships, manpower, bases and organisational changes. At the same time it becomes clear that much remains in broad outline with detailed work proceeding, some of it aimed at further reductions in the support and training areas.

Among all the speculation and lobbying of recent months over the naval bases, the strongest focus has been on the future of Rosyth. Now comes the decision that, with the departure of its Type 42 destroyers over the next few years, the base is to be reduced to an operating base for minor war vessels by early 1995.

But no matter where people are based, the first thoughts of personnel and families in the present climate will naturally be, "How is all this going to affect our future?"

Some redundancies

RN-RM strength is due to fall to about 55,000 by the mid-1990s — the Service losing 5,000 more jobs than envisaged last year. Reaching that target will be carried out as far as possible by natural wastage, requiring a clever retention-recruiting balancing act. But what is described as "a small number of redundancies" may be needed, expected to be achieved in the main through a call for volunteers.

More detail on this was expected soon after this edition went to press — so hopefully the drastic remedy envisaged in our cartoonist's tongue-in-cheek portrayal on this page will remain just a bad dream!

In presenting this year's Defence White Paper the Defence Secretary Mr. Tom King said that for the vast majority of people in the Armed Services, that future in the Forces would continue to be a good one.

At the same time the Navy acknowledges that in such a period of major change some disruption is inevitable, although detailed plans now being developed will seek to minimise this.

Meanwhile, come encouraging tidings from the conditions-of-service front where, after long study, there is now agreement for a series of measures aimed to correct contradictions in the 1988 Review of Allowances, while at the same time preserving its positive features.

Affecting many people, these measure will come as welcome news — providing something of a bonus to this year's highly satisfactory pay award.

SAILORS' THUMBS-DOWN FOR FRENCH HOLIDAY HOMES

Pied-a-terre plan a 'non' starter

THE idea of the Tot Fund venturing into the overseas property market by buying holiday homes in France has been shelved.

Further inquiries into the pros. and cons. of the scheme, reported to the summer meeting of the Grants Committee of the Sailors' Fund, covered location of the property involved in Southern Brittany and estimated running and letting costs involved (including ferry travel).

They also raised the crucial question of whether the facility would be sufficiently well used throughout the year to make the scheme viable.

The property involved, costing about £115,000 and said to be rather isolated, includes two gites, a main house, outbuildings and some land.

Several committee members reported that they and others con-

sidered the idea good in principle — but also that few people actually seemed likely to be interested in going. Some opinions were that 20 miles to the beach was a great disadvantage, especially for a family.

A full discussion was summarised by what was described as a "coolness" now to the idea, and concluded with thoughts on the possibility of renting a gite or caravans near the coast for a trial period to test how popular the idea proved.

Many applications for cash which came before the committee and the subsequent meeting of the Grants Committee of the Fleet Amenities/Fleet Recreational Funds did, however, succeed, and a total of more than £380,000 was allocated to projects, plus nearly

£75,000 in half-yearly or annual grants.

The largest single project aid was a total of £80,000 towards refurbishment of the main lounge of the Trident Club at HMS Neptune. Other substantial sums included a total of more than £29,000 towards refurbishment of the Warrant Officers' and Senior Rates' Mess at HMS Raleigh; over £25,000 towards a glider and trailer for the Culdrose Gliding Club; and £20,000 towards refurbishment of the Senior Rates' Mess and bar facilities at RN Engineering College Manadon.

Helped too was a wide variety of other projects, including many associated with sporting activity and fitness.

Several major bids failed, however, including a re-submitted

application for £150,000 for bedroom conversion work at the Union Jack Club in London, and bids of about £60,000 each for a garage project at HMS Sultan (a re-submitted and amended application) and for an all-weather playing surface at HMS Centurion.

One bid which received a firm "thumbs down" was for about £6,000 towards crockery and cutlery for formal occasions at the Petty Officers' Mess at HMS Collingwood. They reported that they had insufficient and had to borrow from other messes, but could not do so when formal functions clashed.

The Sailors' Fund meeting heard that the market value of the fund's investment portfolio now stood at about £10½ million.

WHERE THE MONEY GOES . . .

GRANTS and loans approved by the Sailors' Fund and Fleet Amenities/Fleet Recreational Funds:

HMS Neptune — £80,000 (grants of £48,000 from Sailors' Fund and £32,000 from FAF) towards refurbishment of main lounge of Trident Club.

RN Engineering College, Manadon — £20,000 (grants of £12,000 from Sailors' Fund and £8,000 from FAF) towards refurbishment of Senior Rates' Mess and bar facilities.

HMS Raleigh — £29,300 (grants of £17,600 from Sailors' Fund and £11,700 from FAF) towards refurbishment of Warrant Officers' and Senior Rates' Mess.

Culdrose Gliding Club — £25,400 (grants of £12,000 from Sailors' Fund and £13,400 from FAF) towards two-seater glider and trailer.

HMS Osprey/Portland Naval Base — £18,350 (£9,800 grant plus £1,200 loan from Sailors' Fund and £6,500 grant plus £800 loan from FAF) to renew 10-year agreement with Weymouth Golf Club for access and reduced green fees for serving personnel.

HMS Sultan — £16,592 (grants of £10,000 from Sailors' Fund and £6,592 from FAF) towards multi-sports area.

Second Submarine Squadron, Devonport — £14,469 (grants of £8,700 from Sailors' Fund and £5,769 from FAF) towards a minibus.

Portsmouth RN Football Club — £11,825 (grants of £7,100 from Sailors' Fund and £4,725 from FAF) towards new clubhouse extension and fitting out.

RN Winter Sports Association — £11,530 (grants of £7,000 from Sailors' Fund and £4,530 from FAF) to support teams in Inter-Service and National competitions.

RM Reserve Tyne — £11,492 grant from FAF towards installation of prefabricated squash court.

40 Commando, RM — £10,574 (grants of £5,000 from Sailors' Fund and £5,574 from FAF) for 100 pair of downhill skis for use of all RM personnel in Norway.

HMS Neptune — £10,161 (grants of £6,100 from Sailors' Fund and £4,061 from FAF) towards fitness equipment.

HMS Dolphin — £10,100 (grants of £6,100 from Sailors' Fund and £4,000 from FAF) towards a minibus for use of all serving personnel at Dolphin, with priority at all times to the Volunteer Cadet Corps.

RN Kayak Association — £8,500 (grants of £4,000 from Sailors' Fund and £4,500 from FAF) for replacement canoes.

HMS Drake/Plymouth Command — £8,000 (grants of £4,400 from Sailors' Fund and £3,600 from Fleet Recreational Fund) towards high altitude trekking expedition in Nepal.

RN COMMCCEN, Whitehall — £6,000 (grants of £3,600 from Sailors' Fund and £2,400 from FAF) towards gymnasium equipment.

RN Hospital, Haslar — £6,516 (grants of £3,900 from Sailors' Fund and £2,616 from FAF) towards gymnasium equipment.

Plymouth Command Sub-Aqua Club — £6,000 (grants of £3,600 from Sailors' Fund and £2,400 from FAF) towards air compressor.

CTCRM, Lympstone — £6,000 (grants of £3,600 from Sailors' Fund and £2,400 from FAF) for Penhale Adventure Training Centre.

RN air station Culdrose — £6,000 (grants of £3,600 from Sailors' Fund and £2,400 from FAF) towards a new disco sound system for the Seahawk Club.

RM Reserve Scotland — £5,800 grant from FAF for improvements to Junior Rates' Club.

BRNC Dartmouth — £3,500 (grants of £1,400 from Sailors' Fund and £2,100 from FAF) towards marquee.

RN Hang Gliding Club — £3,300 (grants of £3,200 from Sailors' Fund and £100 from FAF) towards hang gliding equipment.

BRNC Dartmouth — £4,800 loan from FAF to establish laundry facility (subject to conditions).

RN Cricket Club — £4,500 (grants of £2,000 from Sailors' Fund and £2,500 from FAF) towards Hong Kong tour.

CTCRM Lympstone — £4,442 (grants of £2,700 from Sailors' Fund and £1,742 from FAF) towards sailing dinghies.

Portsmouth (West) RN/RM Sub-Aqua Club — £4,295 (grants of £2,600 from Sailors' Fund and £1,695 from FAF) towards rigid inflatable boat with engine and trailer.

HMS Cochrane — £5,000 (grants of £3,000 from Sailors' Fund and £2,000 from FAF) towards repair and renovation of Pine Cottage, Newtonmore, near Aviemore.

HMS Cambridge — £2,658 (grants of £1,600 from Sailors' Fund and £1,058 from FAF) towards replacement windows for skittle alley.

Fort Southwick — £1,314 (grants of £800 from Sailors' Fund and £514 from FAF) towards refurbishment of squash court.

HMS Collingwood — £816 (grants of £400 from Sailors' Fund and £416 from FAF) for assistance for Petty Officers' Football Club.

Submarine Refit Complex, Devonport — £786 (grants of £500 from Sailors' Fund and £286 from FAF) towards improvements to Junior Rates' Mess and Recreation Rooms on Holland II barge (subject to conditions).

● Grants which in aggregate total more than £20,000 for any one project are subject to the approval of the Trustees.

Annual and Half-Yearly grants

Half-yearly grants to HM Ships — £51,855 from Sailors' Fund.

Half-yearly grant to RM Commando units — £6,736 from Sailors' Fund.

Half-yearly grant to Regular Forces Employment Association — £12,057 (grants of £5,823 from Sailors' Fund and £6,234 from FAF).

Annual grant to Union Jack Club — £4,051 (grants of £2,852 from Sailors' Fund and £1,199 from FAF).

ARROW ON TARGET FOR DRUGS HAUL



RETURNING from the South Atlantic, the Type 21 frigate HMS Arrow played a major role in a dramatic drug seizure in the Caribbean.

While carrying out anti-drug trafficking patrols off the Bahamas, Arrow picked up a suspect aircraft track on her long distance air defence radar and immediately relayed the information to the United States Coastguard, who directed their helicopters to intercept.

HMS Arrow continued to monitor the aircraft's track to its landing site on Acklins Island. The Coastguard helicopters flew to the site where they seized approximately 1500 lbs of cocaine; the drug smugglers unfortunately managed to evade arrest.

This operation was a good example of the close working relationship between the Royal Navy and US Coastguard in the West Indies.

"It is unlikely the case would have been successfully prosecuted without your assistance," the Coastguard said, in a message to Arrow. "Thankyou for a job well done."

HMS Arrow accompanied by US Coastguard patrol boat Point Thatcher in the Caribbean, pictured left.

Texaco on high

"STEELJAW, this is Limey, we're Bingo".

"Roger Limey, chop departure for Thunder One Five — he's an Alpha Six Texaco at Angels Nine Zero".

That was just about how three Sea Harriers of 800 Squadron from HMS Invincible came to do their first air-to-air refuelling from a US Navy K-A6 Intruder tanker.

The Sea Harriers were operating with the American carrier USS Forrestal, but waiting to land on behind a queue (or should that be line?) of 21 other aircraft they were getting low on fuel — hence the top-up at 9000 feet.

Later, on the same day, the three British aircraft launched from Forrestal as part of a 20 ship strike package, only to have to visit the flying fuel station once more since, despite the long flight-deck of the US carrier, without their usual ramp they were unable to launch with sufficient fuel to take part in the mission.

● Lieut. Howard Brown's Sea Harrier links up to take on fuel from the US Navy Intruder tanker, while Lieut. Cdr. Richard Hawkins, the Sqn CO (Foreground) and Lieut. Paul Kalade await their turns.

Salute to Repulse

Able Seaman (S)(SM) Jonathan Stewart, of the nuclear submarine HMS Repulse (pictured below), with the ensign which is to be laid on the wreck of the battlecruiser HMS Repulse, sunk, along with the battleship HMS Prince of Wales, off the coast of Malaysia 50 years ago.

Jonathan is a member of the Joint Services Diving Expedition, which is travelling out to Malaya to lay ensigns on the wrecks of both the ships, which were sunk by Japanese dive-bombers, with the loss of 840 crew members, in December 1941.

A ceremony of dedication of the two ensigns took place on HMS Repulse at Faslane, each ensign being flown and then presented by the submarine's Commanding Officer, Cdr. J. J. Tall, to the Expedition's leader, Capt. M. J. Whiteside of the Army Air Corps.



TAKING STOCK

A TEAM of four Senior Ratings from HMS London have shown their business acumen by achieving first place in an investment challenge competition, in which 12 RN ships and establishments took part, playing the stockmarket with a notional investment of £10,000.

For their efforts the winners received the Godwins Investment Challenge Trophy, a cheque for £30 and a further donation of £60 to the ship's chosen charity, Kenton Ward (Children's Cancer Research) at St. Bartholomew's Hospital.

Only nice rice at Raleigh

STUDENTS of the Catering Training School, Royal Naval Supply School, HMS Raleigh, have it on good authority that musty, weevil-infested rice will not be tolerated...

An Admin Order to that effect, under the hand Admiral Lord Nelson and dated 1803, has been posted. It was donated by Cdr. John Engledue RN (retd.), who found it among some family papers, and it was kindly renovated at the expense of the Trophy Store, HMS Nelson.

The Admin Order requires the Masters of HM ships Kent, Superb and Renown to survey two barrels of rice — com-

plained of as "Musty, weevil-eaten and unfit to be issued" — held in HMS Bellude and report back their condition.

The document has been put on display in the Catering School, where the Catering Training Officer, WO Alan Gates made the emphatic point to Capt. Richard Irwin, Captain of HMS Raleigh, that standards have improved still further since Nelson's day!

Cheerio!

A FAREWELL to Furze House cocktail party is being held in the wardroom at HMS St Vincent (Furze House) to which all serving and retired WRNS officers are cordially invited.

Furze House, in Kensington, purchased by the Navy in 1954, was originally used as a "Wrenery" accommodating WRNS personnel serving in London, and took its name from Dame Katherine Furze, the first director of the Women's Royal Naval Service (November 1917-December 1919).

Details of the party can be obtained from Furze House (071-584-7665) Executive Officer (ext 129) or Supply Officer (ext 133).



● Above — the Lynx is positioned for a Sea Skua attack

Below — getting ready for a training sortie at Portland, observer Lieut. Andy Harris (left) and his pilot, Lieut. Chris Mahoney — under the eye of instructor, Lieut. John Sutcliffe, in the back seat.



AN OBSERVER — according to the dictionary "one who observes, one who proceeds. Also, formerly, an airman who accompanied a pilot to observe proceedings. Today's RN observers are not too happy about this definition. It implies someone of secondary importance — and they are quick to point out that the Lynx flights active in the Gulf War were commanded by observers, not pilots. The title goes back to the First World War, when both the Royal Naval Air Service and the Royal Flying Corps had a man accompanying the pilot as general look-out. In the RNAS he was usually a photographer and watched out for submarine sightings.

Look out for

IMAGINE yourself working out a mass of complex mathematical and geometrical information fired at you simultaneously from radio, mini-TV screen and computer with a small graph-paper board, plastic tracing film and a pencil with which to put down the results. Further imagine your whole environment vibrating as you skim at 180 mph, 50 ft above the water, subjected to sudden swings left, right and upwards. At the same time you must monitor a host of dials and signals to ensure that all is well and that the enemy has you in his sights.

This then, is the life of the Lynx observer.

His training will have started in a Jetstream twin-engined fixed-wing aircraft at RN air station Culdrose. When chosen for the Lynx, advanced flying training is with 702 Sqn at Portland.

His primary role will be to "fight the aircraft" — locate the enemy, get his aircraft to the right part of the ocean at the right time and deploy his sensors and weapons to maximum effect.

The Lynx mainly operates against surface shipping, attacking with her Sea Skua missiles — and a typical training exercise involves practice in this type of mission.

The multitude of pre-flight checks is over in five minutes. As the engine is engaged and the rotor blades turn, the observer feeds in the navigational information. The aircraft lifts off, demanding the pilot's full concentration so the observer checks the engine systems. As they pass through the rain over the harbour he gives the pilot the heading, carries on with his radio checks, looking for errors in the navigation system, keeping an eye on the fuel gauges.

Mission

His mission today is to investigate all radar contacts, attacking those identified as hostile with his own missiles or directing others from a ship of friendly forces.

First he illuminates all targets on the Seaspray radar screen and plots their position, course and speed. Placing a clear plastic sheet onto the face of the vibrating screen he traces each blip with a chinagraph pencil and transfers onto the plot board. Selecting one, he gives the course to

the pilot who descends to 50ft and increases speed to 150 knots.

The first few contacts prove to be innocent enough — a Type 21 frigate, a Scandinavian freighter ploughing westwards along the Channel — but now, for the first time, the instructor, who has been passively viewing the situation from the back seat, plays his part.

"Contact number four is a Krivak," he shouts — What radars? What weapons systems? What are their ranges? Prepare for a Sea Skua attack!

Alert

Furious calculations and dredging of the memory to recall intelligence on Krivak equipment — pass heading to pilot, down to fifty feet, speed 150 knots, safe escape heading worked out (no point in delivering the weapon, then running straight into enemy fire from another surface unit as you make your getaway), keep alert for the audio signal that tells you the enemy is locked on to you, keep calculating, arm missile, fire missile and keep target illuminated with the radar to guide it in.

Simulated hit! — Pilot banks away, operation complete.

On to the next investigation — which proves to be a little out of routine. A Soviet navigational radar is picked up on the ESM, — this time it's real, the Soviet trawler Shiluvu heading along the Channel. Nothing to get too excited about — but interesting enough to pass the information back to base at Portland.

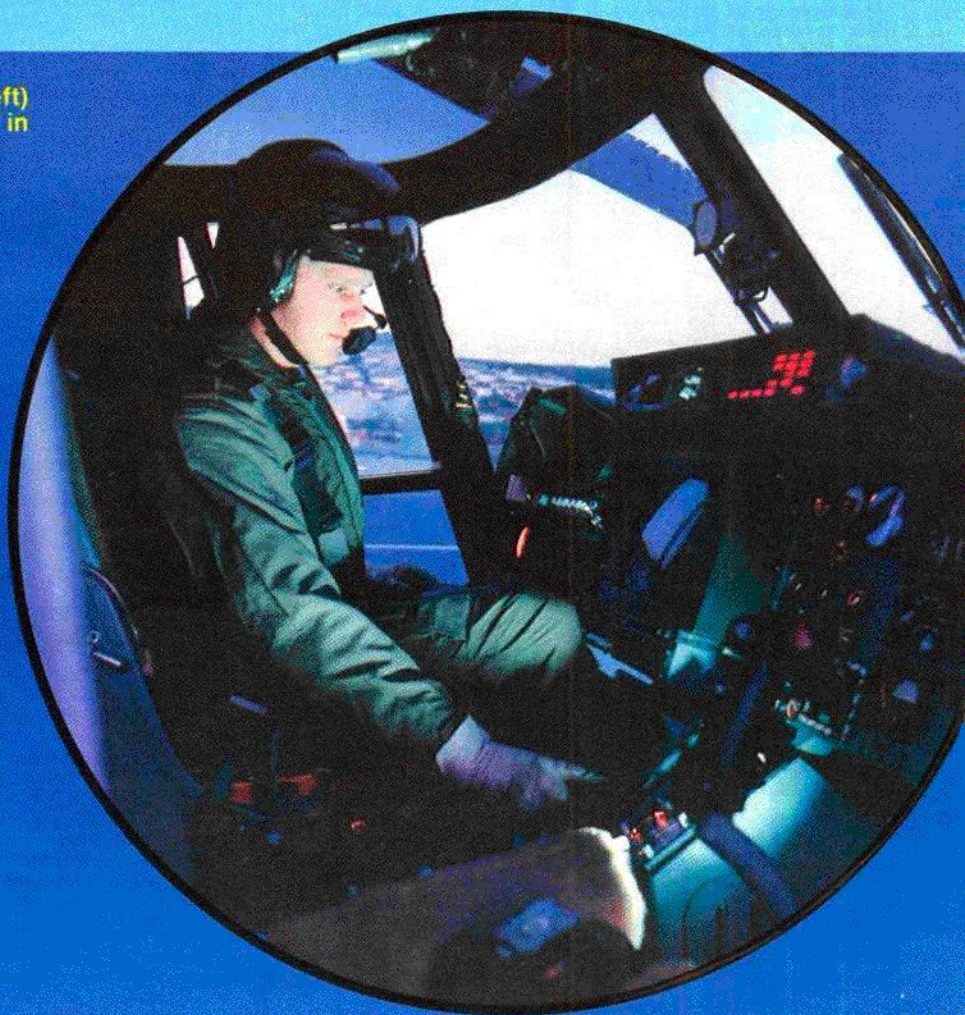
Finally, a quick practice of another type of exercise — getting back

to "Mother" via radio, drops to next-to-lowest altitude, radar the observer and then controlling the pilot, move up from the fully, the flight instructor, the flares, which conditions the ground over the stern.

Each sortie makes is examined for awards for pilot and observer, the flights being a lot and instructor, course, teamed up, lot, also under the watchwork teamwork. Pilot work as partner, the other and each other, so that work together as

At the end of Intermediate Air Force, the ability to cope with from a simulator to a distress call — as well as the Observer skills.

Success results in Observer "wings" you're not real further couple of operating, usually and then off to flight at sea, which challenging and "tra man" on the a Certificate of mark of the fully



Above — observer Lieut. Paul Chivers, about to embark on a night sortie

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and gunner. In the
acks.

With the formation of the Royal Air Force, manning of maritime aircraft was inevitably the subject of inter-Service wrangling. Soon the Naval Observers Branch was formed so all aircraft operating with the Fleet could carry a naval officer skilled in maritime navigation and with knowledge of the sea and shipping.

When the Admiralty took over the Fleet Air Arm in the late 1930s, naval aircrew stuck to being called observers, rather than adopting the RAF title of navigator — probably to avoid confusion with their parent ship's navigating officer.



or the Observer!

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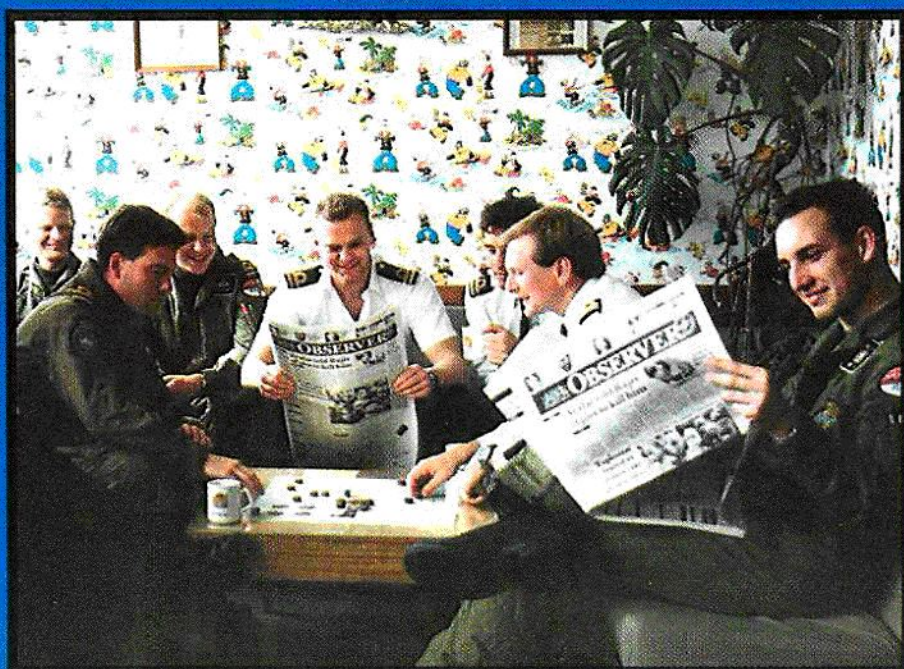
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Competence, the
qualified Observer.



Above — A pair of Lynx helicopters returning to Portland at dusk.

Pictures by HMS Osprey Photo Unit



Above — 702 Sqn crews with appropriate reading material in their crew-room, beneath equally appropriate wallpaper!



LOOKING AHEAD

700L Sqn at Portland is busy raising the new breed of Lynx helicopters — which should provide the answer to all their observers' prayers.

The Lynx 3S is the test bed for the Mk 8 and carries most of the gear designed for the updating of all the Royal Navy's 90 aircraft. Central to the new fit — which should reduce aircrew workload by 30 per cent while increasing attack capabilities threefold — is the central tactical system (CTS), which reduces the number of instruments in the cabin by incorporating them in a single video display.

Before setting out on a mission the observer can pre-load the CTS with all the data on enemy ships and their weapons that he expects to meet — and in attack situations their missile engagement zones will be clearly apparent.

Also displayed on the screen will be information from Night Owl — a device that can detect targets in any kind of weather by thermal imaging, so the helicopter need not use her radar to give her own position away.

Soon the Lynx observer will be able to consign his plotting board and pencil — much as used by his predecessor in the Swordfish bi-planes 50 years ago — to the museum.

● Picture, above — 700L Sqn crew using the new CTS display.



TAKING THE FIGHT TO THE ENEMY

FROM the days of the wooden walls, when sea battles were fought eyeball-to-eyeball, to the era of the battleships when ranges were counted in miles — and even to the present day, when missiles and ship-borne aircraft have taken the action far out of sight of the sailor afloat — the Royal Navy has always preferred to get to grips with the job at close quarters.

Admiral Walter Cowan, who sent a force of motor boats against the Red Fleet in Kronstadt in 1919 in a near-suicidal attack that nevertheless put two battleships and a submarine depot ship out of action, always carried Nelson's famous dictum "... no captain can do wrong if he places his ship alongside one of the enemy" in his pocket.

Time and again this simple tactic has been proved right — Cowan for one did not put much faith in detailed orders of the sort that lay behind the as-

sault on Zeebrugge a year before.

Careful planning might be expected to fall down in the face of Nelson's realistic observation that "something must always be left to chance," and in this sense the title of Correlli Barnett's examination of the role of the Royal Navy in the Second World War, **Engage The Enemy More Closely** (Hodder and Stoughton, £30) is subtly misleading.

For the climax of an effort which, unlike that of the Army and the Royal Air Force, had the Senior Service fully employed in operations from the first to the last day of a 6½ year struggle, was "Operation Neptune — Naval Orders", a package of "over 1,000 pages of foolscap print" that constitutes "to this day a never-surpassed masterpiece of planning and staff work."

Ironically, its principal architect was Admiral Sir Bertram Ramsay, who had earlier distinguished himself in organis-

ing the Dunkirk evacuation and yet had spent a while "on the beach" in the mid Thirties in the face of the then C-in-C Home Fleet's refusal to allow him his head as a Chief of Staff.

Bureaucratic

It worked — and it worked brilliantly. But Ramsay saw no reason to stick to it to the letter. He truly showed he had the Nelson touch when he observed the huge backlog of vessels built up at Omaha Beach ("partly because of the bottleneck caused by wreckage, but partly also because of the arthritically bureaucratic nature of the joint US Navy and Army arrangements for handling the inflow of supplies and reinforcements") and with Scots commonsense ordered that pedantic adherence to set procedures for establishing priorities for unloading should be abandoned.

"Empty the ships and the priorities will take care of

themselves," he advised — and within 36 hours Omaha was fast becoming the busiest of all the Neptune beaches.

Some 195,000 sailors — more than half of them British — were in the invasion fleet, which carried rather fewer soldiers. It was, for all its huge scale, a lot more cost-effective than most of the rest of Second World War operations conducted by the Royal Navy — which had to cope with "too much to defend and too little to defend it with."

Barnett notes that the Empire was a heavy drain on British resources, for most of it was entirely incapable of its own defence. Once Italy and Japan entered the war and France caved in those resources were tightly stretched indeed.

One of the most costly campaigns was that in the Middle East and Mediterranean — which perhaps offered the least value for money. In this theatre were lost a battleship, two carriers, 14 cruisers, 44 destroyers

and 41 submarines — while the British Army, in support of whose efforts in the Western Desert they had been expended, never engaged more than 3½ German divisions.

And while around a million tons of shipping supported 90 Allied divisions on the Western Front in the last year of the war, seven times that amount had to be dedicated to the Mediterranean theatre, backing up just 27 Allied divisions in the invasion of Italy.

Death ride

It was Churchill's folly in ordering the expedition to Greece in 1941 — he hoped to open a Balkan front which it was known there were insufficient ships to sustain even if the German advance could be held — that led to the Mediterranean Fleet's "death ride" to evacuate Crete, where the enemy certainly had to be engaged more closely, whatever the cost.

Worse still was the Prime

Minister's failure to divert aircraft from the bomber offensive against the German heartland — the value of which has long been debated — to protect the convoys crossing the Atlantic. This was an amazing oversight in one who would later admit that the U-boat offensive had been "the only thing" that really scared him in the course of the whole war.

In the end, in the spring of 1943, it took only a few aircraft working in close co-operation with naval escorts to turn the tide within a month. And victory in the Atlantic alone made Neptune possible.

At a stroke Barnett, a writer who has hitherto devoted himself to military subjects, here establishes his credentials as a modern naval historian who must rank with Roskill in the range and depth of his scholarship.

To combine the complexity of the political wranglings that hindered rather than helped the naval effort, with the secret war of the code breakers and the economic considerations that underpinned so many classic battles (fought with stoic tenacity by men who mostly had not the slightest grasp of them), and then to present the whole as a single epic of continuous narrative drive is a tour de force.

— JFA



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Keeping an eye on the boaters

HAVING been born into a boating family, Jake Kavanagh was drawn back to the River Thames after trying a variety of other work. He joined the Thames Water Authority as a lock-keeper and spent four happy years working the locks around Windsor.

Now a freelance writer and cartoonist, Jake has put this experience to good use in *The Ups and Downs of a Lockkeeper*. Published by Adlard Coles Nautical at £3.99 paperback, it portrays in cartoon and anecdote the scrapes people get into when trying to use locks.

But it's not just the flustered weekend sailor who cops the flak — "The lock-keeper's term for someone who falls in is SPLASHER, which stands for Surprised Person Leaving a Ship Hurriedly and Entering River. I have done it twice in full uniform, and on both occasions have earned a round of applause and a large Scotch for my trouble."

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CHER'S STOCK RISES WITH LATEST FILM

WHIMSY: "a delicately odd or fantastical notion, or the like; freak, vagary" according to Webster's Pocket Dictionary. Not a commodity to be found in many Hollywood comedies today although, as chance has it, two of this month's film releases draw inspiration from the spirit this definition contains.

In *Mermaids* we meet a family whose every member manifests some whimsical aspect. There's the 15-year-old daughter who divides her time between dreaming of becoming a nun ("But honey, we're Jewish," her mother patiently explains) and fantasising about the husky odd-job man down the road; there's her eight-year-old sister who dislikes life on dry land and is happy only when splashing around the local swimming pool; and presiding over her offspring with a rod of plastic (Dad having fled the scene years before) is Mrs. Flax, eccentric, massively unreliable, with a chronic case of the psychological fidgets, unable to stay in one place for more than a year at a time.

Her relationship with a good-hearted shoe store owner who sets out to acquire this ready-made family is the core of the film. Cher, at her most svelte and disdainful, and Bob Hoskins, with an accent from some limbo midway between Chicago and the Old Kent Road, are the leads in this thoroughly likeable picture.

It's not immediately clear why the story has been set back in 1963, until about midway through, when the humour suddenly freezes while the film quietly and movingly recreates the day in November when the radios began to break the mind-numbing news from Dallas.

The central relationship in Steve Martin's latest, *L.A. Story*, is that between Martin



Screen Scene



Fair Cher

and a friendly traffic sign — a "fantastical notion" if ever there was one. The plot, such as it is, concerns his attempts to get rid of a disagreeable old girlfriend and win over a highly agreeable new one (the English player Victoria Tennant, Mrs. Martin in real life), while SandeE* ("You gotta spell it with a big E and a star," she insists), an "aspiring spokesmodel" flits around by way of added complication.

The traffic sign offers advice and predictions, as the occasion demands. Martin is evidently something of an acquired taste and there remain numbers of unconverted. However, those who do like him will like this new one very much indeed.

The most striking part of

John Le Carré's stories is their tremendous air of reality, of an insider showing us the way the spying business really works. In *The Russia House*, another compendium of bluff and counter-bluff, double-dealing and triple crossing, he uses the narrative ploy of dropping an amateur among the professionals, a wild card in the game of Cold War poker.

Sean Connery is his usual tower of strength as the boozy publisher adrift in a world of codewords, call-signs and safe houses, while Michelle Pfeiffer offers him and the audience splendid distraction. As usual with a Le Carré yarn, it's long, complex and utterly absorbing.

Navy Seals features the boys in the black balaclavas, abseiling down the front of buildings, crashing through the French windows and perforating the opposition with bursts from a weapon the size of a pencil sharpener. It's another *Top Gun* variation, with Charlie Sheen in the Tom Cruise role of the brilliant maverick who has to learn how to become a team player; the team in question being the commando-style sea/air/land unit of the title. The field of operations here is the Middle East, with a blazing finale played out in the devastated tower blocks of Beirut. —

Bob Baker

CABLE FROM THE FRONT

THE Gulf War, more than any other, was a television war — even the bombs had cameras. Saddam Hussein watched his war on the box, saw it as his enemies saw it — and if he ever shared the same delusions that sustained Hitler in his last days he would have had to ignore the evidence of his own eyes.

Benjamin Netanyahu, the Israeli deputy foreign minister, spoke to viewers around the world from Jerusalem on Cable News Network's Larry King Live — and knew Saddam Hussein was watching him, too, even as the Iraqi dictator was sending Scud missiles into his country.

"Television is no longer a spectator," he observed, going on to quote the Heisenberg Principle "which basically says that, if you observe a phenomenon, you actually change it ... as you observe a phenomenon with television, instantly you modify it somewhat. And I think that what we have to make sure of is that the truth is not modified, and that it's constantly fed to the leaders and to the publics in the democratic countries."

Herein lies the greatest challenge that faces television reporting. CNN was the only network to maintain continuous coverage — and recognising that the fleetingness of the visual imagery can often distort rather than clarify any given situation, it has translated its reports into "the traditional form for recounting events: a book."

War in the Gulf (Powerhouse £9.99) is, not surprisingly, the most detailed and coherent "instant history" to emerge so far. Pictures still tell most of the story — but there are some startling statistics thrown in. The death rate among US Armed Forces in the previous, peaceful year, was 79 per 100,000 — mostly as a result of automobile accidents and most of these were alcohol related.

In Saudi Arabia, officially at least, there was no alcohol and no private cars to drive. The death rate in the Gulf area — including combat deaths — was 68 per 100,000. Thus it appears life was healthier for the average GI in the Gulf than it was back home ...

Triumph in the Desert (Century £17.99) claims to be "the definitive illustrated history" — but while it scores in picture handling, particularly in the close-ups of the key protagonists, it does not have the same range as the CNN effort and relies too heavily on the — admittedly often excellent — work of official artists, none of which is directly related to the text. This is a pity — they do not sit well in the company of colour photographs that can now be reproduced as starkly sharp as the black-and-white photo-reportage of half a century and more ago and would be better served by a showcase of their own.

Peter David, international editor of the Economist, concludes cogently: "For half a century Arab leaders have used fear of the Zionist enemy as a way to divert attention from their own failures and errors. In this war, however, the Iraqi dictator's fiction that he invaded Kuwait in order to liberate Palestine was simply too preposterous to believe."

"Firing his Scud missiles at Tel Aviv was a way for Saddam Hussein to ask his Arab brothers a difficult question: Can you be against me, if I am so clearly against Israel? To his surprise, and perhaps to theirs as well, the rulers of Saudi Arabia, Egypt and even Syria — the self-proclaimed *beating heart of Arabia* — answered 'Yes, we can.'"

— JFA



At Your Leisure



Surcouf: a wartime mystery resurfaces

THE monster submarine Surcouf became a millstone round Admiral Max Horton's neck from the moment she arrived in Plymouth on June 20, 1940, following the fall of France.

Bitterness at the British attack on the French Fleet at Mers-el-kebir meant her crew's sympathies were definitely pro-Vichy — yet for De Gaulle she was still a symbol of France's greatness and Churchill, not wishing to hurt his pride, insisted she be kept in service.

But, as the Royal Navy had learned in experiments with submarine cruisers such as the notorious K and M Classes, many of which had been lost in accidents with not one of them ever firing a shot in anger, big was not better. With Surcouf you could take your pick of a whole series of disasters waiting to happen.

Vanished

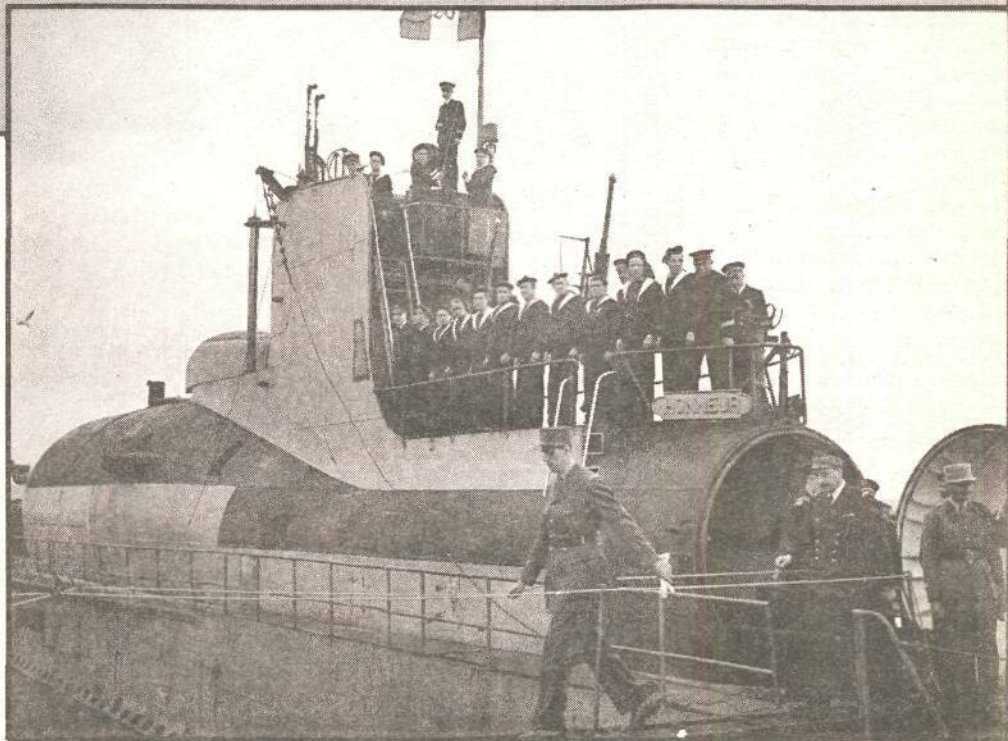
In the end, somewhere on the way from Bermuda to Tahiti, she vanished amid rumours that she had sunk ships in an Allied convoy she had been told to protect and had herself been deliberately bombed by the Americans.

In *Who Sank Surcouf?* (Century £17.99) James Rusbridger looks at the whole history of this unhappy vessel, examining her pre-war record that showed her to be

operationally worthless; the poor quality of her crew, many of whom had no previous submarine experience; her bloody take-over by the Royal Navy at Devonport in which four men died in "the first hand-to-hand fight between French and British sailors since Trafalgar"; and on through her sojourn in Canada, still plagued with defects, during which she took part in the unauthorised seizure of the Vichy-held islands of St Pierre and Miquelon — an operation which Churchill had at first allowed but cancelled after Roosevelt disapproved, but with which De Gaulle proceeded regardless.

With the entry of Japan into the war Horton seized on the chance to be rid of her by sending her to Tahiti — despite warnings from her embarked British liaison officer that her crew was openly discussing mutiny and defection to France or Martinique.

With her disappearance the real mystery begins. Was she bombed — by accident or design — by the USAAC off Panama or was she run down by the American freighter Thompson



Above: General De Gaulle leaves the Surcouf after an inspection of the submarine at Devonport. Picture: Imperial War Museum

Lykes, which reported a collision with a submarine-like vessel that exploded in "a brilliant sheet of flame" both sides of her bow? The latter theory, which fits in well with Surcouf's poor watchkeeping record — seems the most likely verdict on her fate.

Rusbridger says the oft-repeated claim that the rumours that she had been deliberately sunk were

spawned by German/Vichy intelligence is untrue — no such story was ever officially promoted in France at the time.

However it happened, 129 French officers and men died in the Surcouf — and three Royal Navy men led by 22-year-old Sub-Lieut. Roger Burney, a somewhat naive "dedicated Francophile" who had been befriended by the composer Benjamin Brit-

ten and his companion, the singer Peter Pears.

Enveloped as he was by the deep suspicion and mistrust of his fellow travellers, Burney seems to have made a fair job of one of the most disagreeably difficult tasks ever to fall to one of his youth and rank. Britten's dedication to him of his War Requiem was a sad epitaph to a very sorry tale.

— JFA

Paying tribute to the Service's great all-rounders

WHEN George Finch's father was lost in the battlecruiser HMS Queen Mary at the Battle of Jutland his former CO, Captain William Reginald Hall was Chief of Naval Intelligence.

Despite the demands of a job that was to bring him lasting fame, he at once offered his advice and assistance to the bereaved family — and continued his interest for many years.

It was on his recommendation that George joined the Navy as Artificer Apprentice — a decision he was never to regret.

His 25 years as a naval engineer are documented in *Tiffy* (Square One £14.95), a tribute both to the high quality of the training he received and the mettle of the men employed in one of the most demanding areas of life at sea.

George's career shows up all the variety — and dangers — of his trade. He was diving in the Firth of Forth to recover a practice torpedo when HMS Belfast contacted one of the first German magnetic mines uncomfortably close by ...

Filigree

"The water had just reached my upper chest when a tremendous blow — muffled — reaching up from the depths — squeezing hard on my legs and abdomen — thudded into my body from all directions. It was followed in a second by another, exactly as the first ... For weeks afterwards my body,

from the chest upwards, was covered in a filigree of pinch marks, caused by the folds in my underclothes as they were squeezed into the flesh."

Contention

He thus takes issue with the official view that the Belfast was damaged by only one mine — "I have always contended that as the water pressure change, too distinct to be mistaken, was felt twice there must have been two explosions to initiate the changes."

Insights such as these inform a useful addition to the sadly sparse written record of a vital branch of the Service. From diving to flying training — the author qualified as a pilot with the RNAS — service in the new battleship HMS King George V which followed a close association with the underwater fleet that might have been expected to lead to a submarine course — George was an all-rounder for whom retirement on medical grounds in 1953 was clearly premature.

After working on the development of processes for the storage of aircraft and guided missiles he returned to life afloat, traveling widely as a consultant to the Greek merchant fleets.

— JFA

COLOURFUL CAPTAINS

FOR readers who prefer fiction, and olde-worlde sea-faring at that, two new novels are available.

Fans of Nathaniel Drinkwater will welcome the tenth story dedicated to his life and adventures — *Under False Colours* (written by Richard Woodman, published by John Murray at £14.95 hardback). Set in Napoleonic times, the novel's characters include powerful Jewish merchants, a French Marshal and a beautiful widow of ambiguous loyalty.

Female beauty also poses problems for Frank Morgan, hero of Malcolm Macdonald's novel, *The Captain's Wives* (Hodder and Stoughton, price £14.99 hardback).

It is late last century and one of Morgan's passengers for America is a poor Irish immigrant destined to be his wife. Trouble is, Frank's already wed ...

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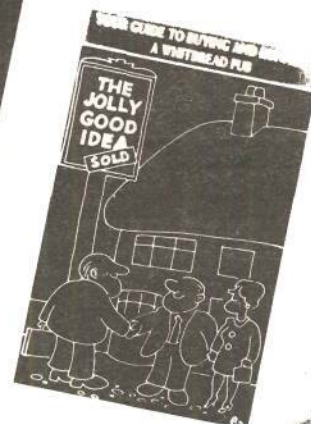
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PRACTICAL ADVICE



French leave for Poole

TO CELEBRATE the 15th anniversary of Poole branch, which coincided with the 10th anniversary of their twinning with Cherbourg Naval Association, 27 French "oppos" crossed the Channel for a weekend in Poole, including a dinner-dance and a reception.

Before returning to France an inscribed pewter plate was presented to Poole branch and the Cherbourg branch received, in return, an inscribed silver bosun's whistle.

Shipmate Richard Clarke, member of Bletchley, personified that quality of caring Admiral Sir Desmond Cassidi, President of the Association, commended so highly at the RNA conference.

Despite a long battle against cancer, he took part in the Penine Way walk to raise funds for local charities. What he lacked in strength he more than made up for in courage for he covered almost 70 miles before he collapsed and died.

Members of Shrewsbury marked the 40th anniversary of the branch with a great celebration attended by 80 shipmates and guests, including some founder members who, to mark the occasion, received inscribed tankards. The branch

BRANCH NEWS

thank the ladies for putting on a "royal" spread and for the splendid birthday cake, provided by Mrs. Turner.

Three hundred members of Chingford and Waltham Forest braved the torrents of rain on June 23, to attend a memorial service in memory of Shipmate Don Willis, branch founder member and former chairman. Representatives of branches throughout the area crowded St Edmund's Church, Chingford, for a service conducted by the Rev. Eric Ford. Following the service an oaken prayer-stool — together with a beautifully embroidered kneeler — was blessed and presented to the church in memory of a "great oppo".

To mark the 50th anniversary of the loss of HMS Hood, Stourbridge branch held a service of remembrance, attended by relatives of the ship's company. The branch also honoured the memory of their late president by presenting TS Centaur with a divisional cup

to be known as the Cdr. Joe Mitton trophy.

Shipmate John Bennets, chairman Redruth and Camborne, completed a 16-mile charity walk with local cubs and scouts raising £56 for the branch welfare fund. Shipmate Taffy Jones, helped by army cadets, raised £156 for SSAFA.

Royal Marine cadets from TS Steadfast provided a smart Guard of Honour at the enjoyable annual dinner-dance organised by Hanworth branch, held at Heathrow Park Hotel and attended by the Mayor of Hounslow.

Shipmate Eric Watts, a founder member of Northampton, was presented with honorary life membership and a clock barometer on resigning the office of chairman after 13 years. The presentation was made by Capt. L. R. Charles RNR who, in turn, was presented with life membership of the branch, in recognition of his long and dedicated service.

Yeovil branch, still growing, boasts an enthusiastic membership and a hectic social life. Members were recently addressed by Shipmate Ron Tremlett, national council member No 4 Area, on the need to recruit more serving members of the Navy.

Since re-commissioning Nun-eaton branch has raised enough money to purchase three electric wheel-chairs for the disabled. A recent recipient of a wheel-chair was Mrs. Dorothy Briggs, whose husband, Cyril, is a member of the branch. The gift was presented to mark their golden wedding anniversary.

Fifty shipmates from Enfield branch travelled to Portsmouth to pay their last respects to Shipmate Charles Conrod, the branch vice-president, whose ashes were committed at sea.

Canon Maynard conducted a short prayer service to mark the first meeting of Saltash branch at the China Fleet Club. The occasion was attended by shipmates from Bodmin and Rame Peninsula branches.



RIDING HIGH!

A BIG hand for Matthew Sheppard, aged 12, who completed a 36-mile sponsored ride on his bike and raised £167.50 in aid of Bury St Edmunds branch.

Matthew, the younger son of the chairman, Shipmate John Sheppard, is seen here handing over a cheque for the money raised to branch president, Shipmate Cdr. Hal D. Pearson RN (retd.).



At Your Service



Calling Old Shipmates

HMS Foylebank 1940: Ernest Pettiford (ex CEA "Tuckaway") of 28a Dorchester Road, Weymouth, Dorset DT4 7JU (tel 0305-782178) would like to know the whereabouts of Reg Hough, Ordnance Artificer, of Rugby, last known to have served in HMS Vengeance about 1948. Also whereabouts of HMS Foylebank's gunner Richard Lidsay.

George Cross Island Assn: The assn., with over 2000 members, branches throughout UK and the world, welcomes old shipmates from the "Club" runs to Malta during 1940-43, to join. There will be a large reunion in Malta next year in which the Duke of Edinburgh and Admiral of the Fleet Lord Lewin will unveil a 10-tonne bell on the Lower Barracca, commemorating the Siege, and award of the George Cross to Malta. Details from Fred Plenty, 43 Sydenham Road, Bridgwater, Somerset, TA6 4QD, see please (tel 0278-424641).

HMS Hound 1942-44: Any ex-crew members please contact Mr. C. A. Williams, (ex LG/Wireman MS), 24 Barryfields, Shalford, Bournemouth, Dorset CM7 5HJ (tel 0371-850806).

HM Submarines Aurochs and Thorough 1955-57: Fred Johnston, 21 Alfred Street, Stromness, Orkney KW16 3DF (tel 0856-850336) would like to contact Terry Riley, ex-AB(RP).

PO Stoker R. T. Spiller (1921-28): Would anyone knowing the whereabouts of PO Spiller, who is believed to have served during 1921-28, or any friends or relatives,

please contact the Mess President, WOs and SRs Mess, HMS Sultan, on a matter of historical interest.

The Indefatigable Schools Old Boys Assn: The Association is for former members of the School, both those who were trained on the former sailing ship moored at Birkenhead and those of the shore establishment at Plas Llanfair, Anglesey. It has strong ties with the present day School and holds its AGM there. The Merseyside branch of the Association holds regular meetings at 7.30 pm on the last Wednesday of each month at the Crosby office of the Missions to Seamen. Further details from Eric Russell, 10 Alexandra Drive, Aigburth, Liverpool L17 8TD.

HMS Harvester (1943): J. McClelland, 35 Royden St., Liverpool, would like to hear from survivors especially from the torpedo-men's mess and LST 2 (landing ship engineer).

HMS Matchless (1942-44): W. Rudman, 103 Jiggins Lane, Bartley Green, Birmingham B32 3LD (tel. 021 476 7455) wishes to hear from a gunnery rating known as Ginger who served on the Russian Convoys. His last known address was Acocks Green, Birmingham.

Lieut. A. G. (Tug) Wilson RNRV, last serving in a minesweeper at Leghorn Italy, 1945-46 — anyone knowing his whereabouts contact G. M. Austin, 823 Katherine Rd., Susana Knolls, CA 93063 USA.

831 Sqd. (1941-44): Ron Pearson (SFX 42), 21 Wood Hill Cres., Leeds LS16 7BX (tel. 0532 671674) would like to contact former shipmates who served in the squadron.

HM Ships Titania (1940-41) and Bradford (1941-43): Don Taylor, 278 Freshwater Rd., St John's, Newfoundland, A1B 1C1, would like to contact former shipmates.

HMS Bruce: A. Morris, 101 Doidge Rd., Erdington, Birmingham, would like to contact former shipmates who served in the boys' training ship in Fife (please enclose SAE).

HMS Exmouth (1970-73): Alan (Ginger) Mercer, ex-RO2(T), 2 Euxton Close, Seddons Farm, Bury BL8 2HY (tel. 061 764 6697) would like to hear from former shipmates and any Comms ratings who know him.

HMS Cavalier 1961-63: Sid Anning is looking for former shipmates of the commission for an October reunion, especially Rock Hudson, Ben Searle, Peter (Soapy) Watson, and Sam Udder. Contact at 14 Kipling Gardens, Crownhill, Plymouth PL5 3DD (tel 0752-768201).

Over to You

Signalman's telescope: Can any reader (ex Chief Yeoman maybe?) enlighten me as to the history of signalmen's telescopes? I have one, made of brass, in four pieces, with interchangeable eye pieces, engraved on the side — TEL SIG MK VI also G.S., H.C.R. & Son Ltd, No. 8172, OS 717 GA, Ian Jones, 60 Clacton Road, Walthamstow, London E17.

Cdr. Marshall A'Deane, HMS Greyhound: HMS Fiji Survivors Assn would like to trace members of the family of Cdr. A'Deane who won the Albert Medal and lost his life saving men from HMS Fiji, having already saved himself from his own ship, HMS Greyhound, when she was bombed and sunk. Please contact Hon Sec, DWH Freer, Bridge Cottage, Manchester Road, Sway, Lymington, Hants SO41 6AP (tel 683745).

HMS Electra: E. Clark, 26 Elm Dr., Hove, East Sussex BN3 7JJ, has a copy of a paperback which covers the period from 1940 to Feb. 1942 when the ship was lost in the Battle of the Java Sea. This account is told by Lieut.-Cdr. T. G. Cain. If any surviving member of the ship's company wishes to have the book Mr Clark will forward it.

HMS Malaga (RN air station Wingfield, Cape Town, SA): The officer in command SAS Wingfield is researching and recording the history of the base and would like to hear from RN/FAA personnel who served there during the Second World War. Contact Cdr. Gerry De Vries, 28 Poplar Ave., Thornton 7460, Cape Town, South Africa.

HMS Redmill: A crew member of the U-boat which sank the destroyer HMS Redmill is trying to get in contact with any survivors. He came to Chingford as a POW and remained in the area after marrying a local girl. Contact him c/o Ron Knight, 14 Shaftesbury Rd., Chingford, London, E4 7BW (tel. 081 524 7797).

HMS Vanguard: J. T. Sliewright, Forge Cottage, East Village, Crediton, Devon, has lost all his photographs and papers of the 1947 Royal tour of South Africa. If any old shipmates have photographs which he could copy please contact him at the above address.

Evacuation of Greece: Several RN veterans went to Greece in April to commemorate the 50th Anniversary of the evacuation. For those who were unable to attend, a reunion in the UK is planned for September in Plymouth. Former shipmates who took part in the evacuation are invited to contact Stan Cock, 14 Richmond Place, St. Ives, Cornwall (tel: 0736 795575) with a SAE for further details.

HM ships St. George, Valkyrie, Ureley and the RN Patrol Service: Those interested in attending reunions between May 16-23 1992, at Lyme Bay Holiday Village, Seaton, Devon, please contact Mr Mike Pannell (Regional Sales Exec.), Grand Naval Reunions 1992, Warner Holidays Ltd., PO Box 22, Havant, Hants PO9 1TA.

HMS Sussex (RNR Hove): A reunion of ex-RN permanent staff will be held at the Royal Sailors' Home Club, Portsmouth on Sept. 12. Details from A. W. Bartle, 9 Jubilee Rd., Portslade, Sussex BN41 1SU, (tel. 0273 410068).

France/Germany Star Veterans Assn: invites those who served in North West Europe, June 1944-May 1945, whether RN, RM, Army or RAF, to become members of the association. Further details from Mr L. Parkinson, 130 Cranfield Rd., Marus Bridge, Wigan WN3 5QE.

HMS Gambia Assn: The fifth annual reunion will be held at the RNA Club, Leamington Spa on Sept. 21, followed by a march to the town's memorial for a wreath-laying ceremony on Sept. 22. Details from Les Newman, 3 Coppice Rd., Whitnash, Leamington Spa CV31 2JE (tel. 0928 831599).

Caterers Reunion Dinner: will be held in the WO's and SRs' Mess, HMS Raleigh on Nov. 22. Past and present members of the branch are invited to attend (SR Caterers and Officers with previous service as Caterers). Cost of ticket, £17.50, on a "first come, first served" basis. Contact CPOCA Johnson, RNSS, HMS Raleigh, ext. 41557.

23rd Destroyer Flotilla: The third reunion of the "S Boats", HM ships Saumarez, Savage, Scorpion, Scourge, Serapis, Stord and Svenner (both Norwegian crafts) and Swift was held at HMS Nelson on June 8 and proved to be a memorable occasion. Many of the 100 former shipmates had not seen each other since 1945. Guests included eight of the 35 survivors of the German battle-cruiser Scharnhorst — the "S Boats" were involved in delivering the final torpedo attack which sank the Scharnhorst in the Arctic Ocean in Dec. 1943.

148 Cdo FO Bty RA will celebrate their 50th Anniversary Observation reunion from July 24-26 1992. Any former members of the unit who are interested in attending and have not received personal notification should write to AO Reunion 92, 148 Cdo FO Bty RA, Royal Marines Poole, Hamworthy, Poole, Dorset BH15 4NQ.

HMS Bicester L34: The 10th reunion was held on June 8 at the Littlebury Hotel, Bicester and among those present were ex-shipmates from M36. The 10th anniversary will be held on June 6 1992 — details from Mr B. R. Iles, 27 Inhurst Way, Tadley, Nr. Basingstoke RG26 6DF.

CINCMED: The second reunion of former staff of CINCMED, based in Lascaris, Mal-

Reunions

a, will take place on Sept. 28 at the Royal Sailors' Home Club, Portsmouth. For details contact Terry Parker, 54C Cheriton Rd., Folkestone, Kent CT20 1DD (tel. 0303 19242).

LST 162 reunion weekend will be held on Sept. 20-21 in Portsmouth. For details contact Ron Kelly, 24 Westmoreland Rd., Urmston, Manchester M31 1HJ (tel. 061 748 3391).

Let's We Forget: The Seaside Entertainment Appreciation Society has organised their annual Service Charity Presentation at the Carlton Hotel, North Promenade, Blackpool on Sept. 27. Over the years, the Society has given hundreds of pounds to Service charities but this year's get-together of ex-Servicemen and women will be the last. Tickets are £3.50 and can be obtained by sending s.a.e. to Hon. Secretary SEAS, 45 Gateshead Drive, Layton, Blackpool FY3 7PN.

White Cliffs of Dover Veterans: Former RN or WRNS personnel who served in this frontline area during 1939-45 please contact Ken Flint, 77 Lydia Rd., Walmer CT14 9JY, (tel. 0304 369538), for details of a reunion to be held on Sept. 12.

HMS Onslaught: A reunion is planned on Nov. 1-3 in Blyth, Northumberland. Those interested contact either CCWEA L. D. Brain or CPO(OPSSM) Dai Rees, c/o WO's and SRs' Mess, HMS Dolphin, Gosport, Hants.

RN Patrol Service reunion will take place at Lowestoft from Sept. 30-Oct. 5. Full details from National Secretary, John Dunn, 12 Grampian Way, Oulton Broad, Suffolk NR32 3EW (tel. 0502 564344).

Royal Hospital Old Boys Assn: The annual dinner-dance of the Chatham branch will be held at the Gascoigne Rooms, Union Jack Club, Waterloo, London SE1 8UJ on Aug. 31. Cost of tickets £17.50. Applications to P. A. Parkinson, 5 Alexander Rd., Bexleyheath, Kent DA7 4TU (tel. 081 304 3635). Cheques made payable to R.H.S.O.B.A. Chatham Branch.

HMS Cairo (1939-42): Over 60 shipmates enjoyed a fifth reunion on May 18 at the Royal Sailors' Home Club. On Aug. 15 1992, a reunion is being planned at the Union Jack Club, London, to commemorate the 50th anniversary of her sinking. Jack Harris, founder member, would like to hear from former shipmates at 72 St. Leonards Caravan Park, Ringwood Rd., West Moors, Wimborne, Dorset BH22 0AQ (tel. 0202 894121).

River Class Assn: The sixth reunion will be held at the RNA Club, Riverside, Adelaide Rd., Leamington Spa, on Oct. 6. Further details from Peter Horrell, Spridellstone Lodge, Wembury Rd., Wembury, Plymouth PL9 0DQ (tel. 0752 408308).

HMS Victorious Assn: Reunions will be held at the RNA Club, Level 3, Alexander Warehouse, Llanthony Rd., Gloucester on Aug. 10 and at the RAF Club, Riverside Terrace, Ely, Cardiff on Sept. 28. Further details from Alf (Buck) Rogers, 32 Trostre, Hollybush, Cwmbran, Gwent NP44 7JD (tel. 063 33 66794).

Combined Operations reunion will be held on Sept. 20-22 at Wharf Inn, PO Box 474, 1 Jane St., Newcastle, New Brunswick, Canada. Further details from Earle McKenna at the above address.

TS Arethusa Old Boys Assn: will hold their next reunion on Sept. 14 at the Arethusa Venture Centre, Lower Upnor, Nr. Rochester, Kent. Further details from Mr L. Cotton, 6 Penware Parc, Camborne, Cornwall TR14 7QR, or for serving members, Lieut.-Cdr. J. P. Jacklin, Regulating School, HMS Nelson (Whale Island), Portsmouth.

Grenville Division Apprentices HMS Caladonia (1941-45): Fifty years on reunion September at Portsmouth. Those not already contacted phone Eric Ravenscroft on 0705-482828.

Russian Convoys Club (Anglian Branch): Next meeting, Sat. 14 Sept at the Branstons Sports Centre, Bridge St Witham, Essex, at 1130. If lunch required, names to Sec, Mr. G. P. Ward, 15 Peterhouse Cres., Woodbridge, Suffolk IP12 4HZ (Tel 03943-3031).

HMS Orion Assn: Annual reunion, Thurs 3 Oct 1991 at the Royal Fleet Club, Devonport, followed by Naval Base visit on Fri 4 Oct. Further details from Derek Kent, tel 051-324-4496.

HMS Tattoo 1943-46: Fourth reunion was held at Portsmouth Royal Sailors Home Club on 5/6 June. Any ex-crew not in touch, contact Arthur (Joe) Rue, 30 East Drive, Blunsdon Abbey, Swindon, Wilts, SN2 4DP. Tel 0793-724490 for detail of 1992 reunion.

HMS Fiji Survivors Assn: A nostalgic weekend reunion was held at Portsmouth. Gloucester and three from the destroyer HMS Greyhound, toasts were drunk to the memory of the thousand men lost in these three ships in the Battle for Crete, among them the Navy's youngest casualty, Boy Bugler Peter Avant, Royal Marines, aged 14, and also to those of the destroyers HMS Kandahar and Kingston, which came back at night to rescue survivors. The Ambassador of Fiji was the Guest of Honour and General Peter de Labilliere attended the Sunday service — his father, Surg. Lieut.-Cdr. Claude de Labilliere being one of those lost.

HMS Zulu 1942: Shipmate Tom Cox regrets that he will be unable to organise this year's reunion as he is off to California for 6 months. He looks forward to next year for the 50th anniversary.

HMS Dorsetshire Assn: 50th reunion will be held at Dorchester on April 4, 1992. Old shipmates, relatives who lost their loved ones, who are interested in attending please contact Hon Sec "Burt" H. W. Gollip, 3 Coltsall Close, Ennesettle, Plymouth PL5 2PA (tel 0752-360478).

Britannia Royal Naval College, Sept 66 Entry: Reunion will be held at BRNC on November 16/17 91. Details from Sec Nav-Sec, 116 Ripley Block, Old Admiralty Bldg, Spring Gardens, London SW1A 2BE (tel 071-218-2816/6047).

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FIFTY YEARS ON

A LOOK-BACK at the wartime operations of the Royal Navy half a century ago this month.

THE need to aid the Russians in their fight against the German invasion began to impose its demands on the Royal Navy. In this month the first North Russian convoy, consisting of the old aircraft carrier Argus with 48 Hurricanes and one merchant ship with more crated aircraft sailed for Archangel.

A relatively good month for merchant shipping losses — 41 ships totalling 130,000 tons.

Principal events included.

2: Hermione rammed and sank an Italian submarine off Tunis.

3: First success of a Hurricane fighter catapulted from a merchant ship; shot down a Focke-Wulf in the Atlantic. HM ships Hydrangea, Wanderer and St. Albans sank U401 SW of Iceland.

7: HM submarine Severn sank an Italian submarine west of Gibraltar.

12: HMCS Picotee sunk by U568 in North Atlantic.

18: HM submarine P32 sunk by mine while attacking convoy off Tripoli.

19: HM Norwegian ship Bath (an ex-USN four-stacker) sunk by U201 in SW Approaches.

23: P33 sunk by mine off Tripoli. HMS Zinnia sunk by U201 off Portugal.

24: Rear-Admiral Vian in HMS Nigeria with four destroyers and troops embarked in the Empress of Canada carried out raid on Spitzbergen and evacuated the Norwegian settlement who were mining coal for the Germans.

25: HMS Vascama and RAF Catalina sank U452 in Atlantic.

27: U570 surrendered to RAF Hudson off Ireland. Brought in by HM trawlers Kingston Agate and Northern Chief. U570 was later commissioned into the RN as HMS Graph.

Taken from the Royal Navy Day by Day.

Spirits high — despite the rain

THE Royal Naval Association conference at Torbay, attended by 236 delegates and 200 observers, will be remembered for the superb venue — The English Riviera Centre — the excellent service provided, the welcome extended and of course the weather, which caused the parade to be "rained off" on Sunday morning.

The weather, however, in no way affected the quality of debate in the conference hall, which was lively, good humoured and, at times, passionate. But rhetoric did not win many proposals from conference for only one motion out of 14 was carried.

The motion — carried proposed by Uxbridge branch — was "that it is mandatory for photographs of members to be affixed to the membership card". Among the motions defeated was the proposal by the national council for a 40p increase in annual subscription from Jan. 1 1991.

Conference opened on a ceremonial note with Shipmate Alan Robinson parading the national standard into the auditorium.

AWARDS

THE following awards for recruiting were presented by the President, Admiral Sir Desmond Cassidi, at conference:

The Sword of Honour to the Area making the greatest increase in full members — No. 3 Area.

The Briggs Dirk award to the branch of over 30 members which made the greatest increase in full members between 1990 and the same time in 1991 — Bangor branch, No. 12 Area.

The Briggs Rose Bowl to the branch of under 30 members which made the greatest increase in full members between 1990 and the same time in 1991 — Dunbar branch, Scottish Area.

The Tasker Award for Covenancing — No. 6 Area (for the second year).

CONFERENCE REPORT

After a short prayer service the Mayor of Torbay welcomed the visitors and then Flag Officer Plymouth Vice-Admiral Sir Alan Grose, addressed delegates. Decanters of Pussers Rum were presented to the Mayor and Vice-Admiral Grose before they left.

The day's business opened with the Hon. Treasurer's report and annual accounts for

1990. Some pertinent questioning from the floor, especially by Shipmate P. Berry of Tyne branch, had Mr. Paul Broom, the association's accountant, constantly on his feet as he fielded one question after the next with skill and good humour.

There was little cause for laughter on Sunday morning as delegates made their way in

torrential rain to the English Riviera Centre for a service conducted by the Rev. Peter Jackson, chaplain Royal Marines, Poole.

But wet feet and clothes were soon forgotten, when the band of the Royal Marines, BRNC, Dartmouth, under the direction of Lieut. J. Hillier, struck up and standards were proudly displayed.

Conference, however, also had its sad note. At the service prayers were offered for Shipmate Bernie Collen, City of Ely branch, who suffered a heart attack in Torquay and subsequently died. The sympathy of all present went to his widow and family.

'WRENS AT SEA A FACT OF LIFE'

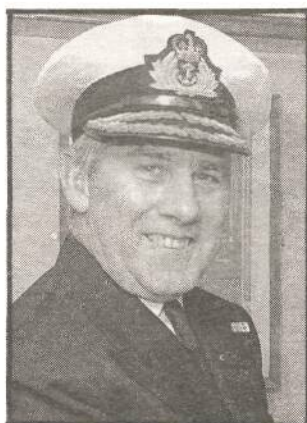
WRENS could be serving in submarines within the next few years", Flag Officer Plymouth Vice-Admiral Sir Alan Grose told delegates at the RNA conference.

"Flag Officer Submarines has been asked to look next year into the question of employing Wrens in submarines," he added.

Mixed crews

"Wrens at sea", Admiral Grose said, "are now a fact of life. And life at sea is proving popular with the ladies". All new design ships, he informed delegates, will be capable of carrying mixed crews.

Admiral Grose went on to pay glowing tribute to the men



● Flag Officer Plymouth Vice-Admiral Sir Alan Grose.

and women who served during the Gulf crisis.

He praised the work done by RN mine countermeasures vessels, ships of the Armilla Patrol, the Royal Fleet Auxiliary, and other vessels involved in the Gulf operation and RN Lynx and Sea King helicopters. "Excellent co-operation existed throughout the war between the RN and United States Navy", he said.

Looking to the future, Admiral Grose said some hard decision-making was involved in meeting the cuts required.

● Confirmation of the study into service by women in submarines came in a Commons written answer which stated, "Now that sea service for women in surface ships is well established, the feasibility of their serving in submarines in the future is being addressed."

Conference is a time to 'take stock'

THE President of the association, Admiral Sir Desmond Cassidi, did not mince words when addressing delegates at conference. "We've got an up-beat and downside", he stated, leaving them in no doubt how the score stood.

Beginning on the "upbeat", he praised shipmates' response to the Gulf crisis and the manner in which they rallied around to meet national and individual needs.

He commended the generosity and caring attitude which raised £15,495 for the Gulf Amenities Fund, so soon after the magnificent sum raised by them for the RM Band Disaster Fund.

"Many letters have been received in Headquarters from commanding officers and ships' companies expressing appreciation for the gifts and amenities sent by the Association to ships in the Gulf", he said.

Admiral Cassidi stated that he was keen that the Association should be better at looking after its people and he was pleased at the usual good response to the giving to the Central Charities fund, which had enabled them to help shipmates, especially those needing convalescence.

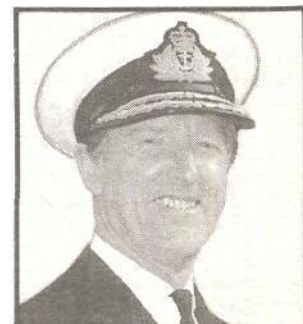
A series of Welfare Seminars was under way with much being learnt.

There was praise too from Admiral Cassidi for the standard-bearers of the association for their dedication and readiness to turn out on all occasions.

He said he felt particularly proud as he watched them parade at the Royal Tournament and he was pleased to see at conference Shipmate Alan Robinson, the national standard bearer, at conference who had recovered from illness.

The "downside" of Admiral Cassidi's address dealt with the finances of the association and the drop in membership of 1993, in the past year.

"We are operating too close to the knuckle", he told delegates, urging them to recruit serving sailors not in the association.



● Admiral Sir Desmond Cassidi.

He also urged them to heed the advice of the national council, which makes the best calculation it can each year as to the "prudent minimum" by which subscriptions must rise.

Admiral Cassidi told them that the overall financial state of the association was sound but the future gave cause for concern and he expressed his disappointment at the slow build up of the Investment Fund which was still way short of the target of £250,000. All it needed, he told them, was a £10 donation per shipmate per branch spread over two or three years and the target would be met.

Before concluding Admiral Cassidi spoke briefly on the Federation of Naval Associations and emphasised that the federation was not an attempt by the RNA to make a takeover bid of ship associations.

He thanked Headquarters staff for their hard work and paid tribute to the work of the national council and then informed conference of recent awards in the Birthday Honours — an MBE for Shipmate Cecil Matthews and a BEM for Shipmate Kay Warrington, national council member No 3 Area. The news was greeted with prolonged applause.

WHEN the Type 22 frigate HMS London paid a courtesy visit to the capital members of Loughton branch were invited to take a tour of the ship.

Shipmates returned the favour and members of HMS London's ship's company travelled to Loughton for a special "up spirits" evening to celebrate their safe return from the Gulf.

Pictured enjoying a tot, from left, branch secretary Mick Cowen, RO1(T) Chris Duneclift, chairman Derick Collier, AB(EW) Steve Milward (Loughton branch's serving member), treasurer Ted Smith and LRO(T) Adam Chapman.

Last month shipmates took part in the annual Loughton carnival and on Sept. 15 they dedicate their standard followed by a parade through the town.

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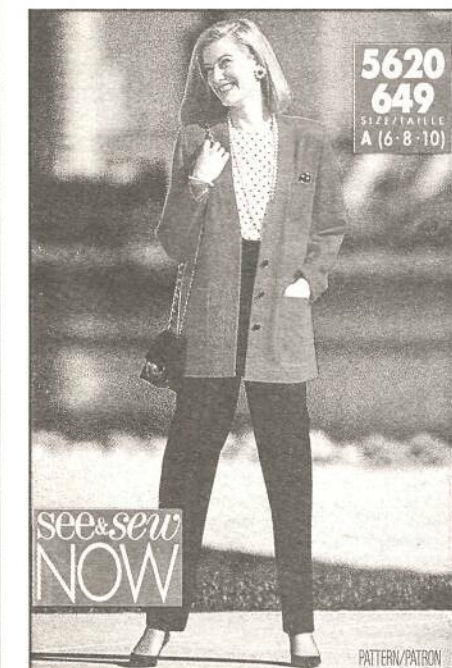
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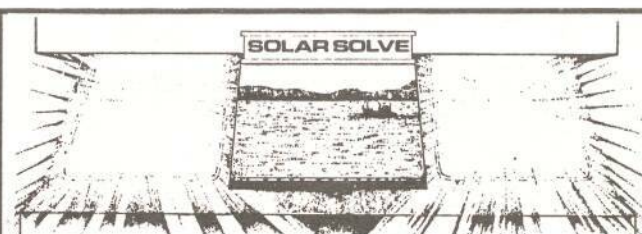
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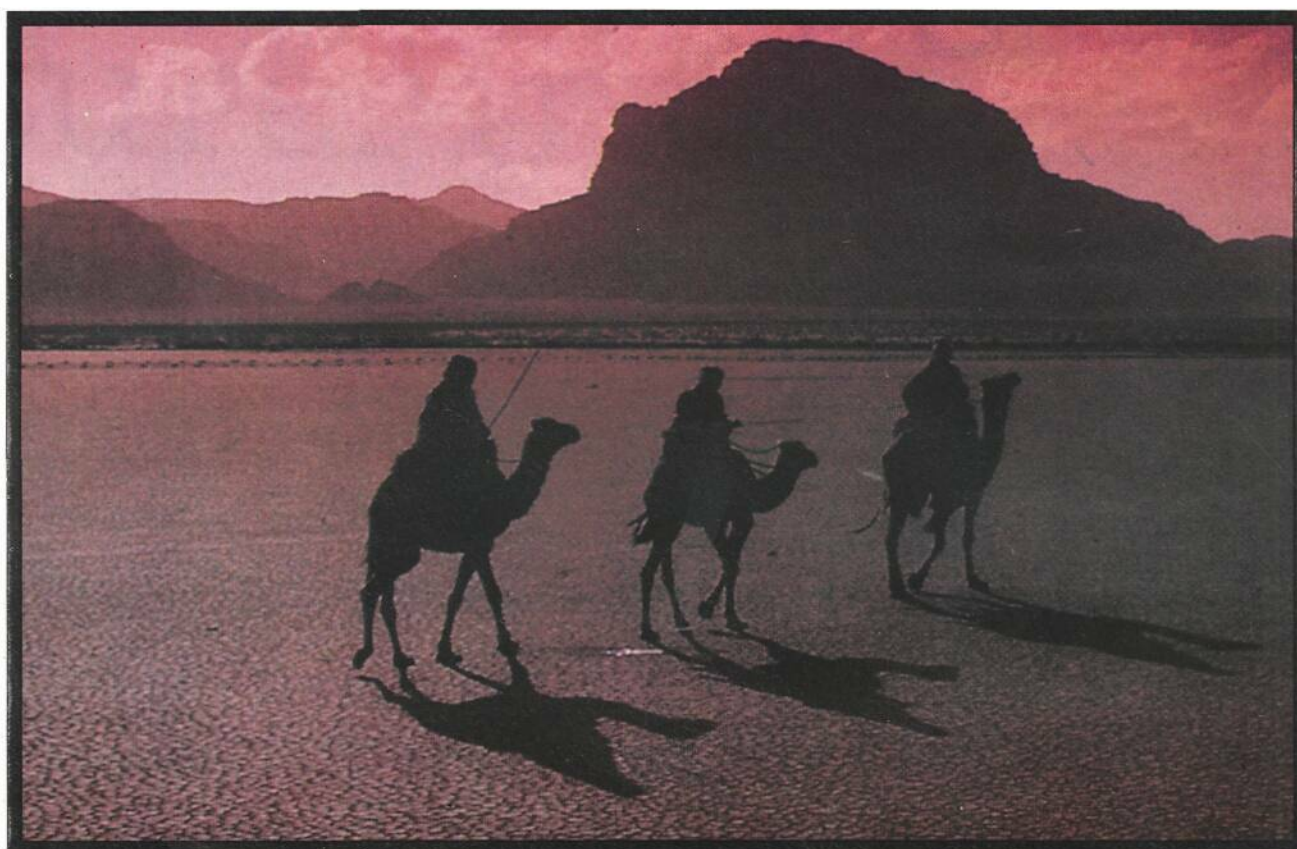
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MCM1 home and away



HMS Middleton leading the ships of the First Mine Countermeasures Squadron, with Quorn to starboard, Berkeley to port and Chiddingfold astern.

THE FOUR ships of the First Mine Countermeasures Squadron are this month on the move again, deploying from their homeport of Rosyth. Berkeley, Chiddingfold and Middleton, stopping off in Plymouth for Navy Days, proceed to the Mediterranean to operate with NATO forces, with an on-call role for any Gulf/Middle East operations, and Quorn joins the NATO Channel Force for exercises and port visits in Northern European waters.

Quorn, whose crew was out in the Gulf relieving ships' companies of MCM2 immediately prior to the outbreak of hostilities, has recently been operating in the Clyde and providing mine countermeasures experience for Dartmouth officers under training and personnel from the Royal Saudi Navy, while her three sister ships, completing their refits, have participated in NATO exercises in the Baltic and visited Hull and Rochdale.

It is planned that all four ships of the Squadron will be due back in their Scottish base in time for Christmas leave.

25,000 — Well handled!

WHEN Lieut. Mark Hill of 820 NAS landed his Sea King helicopter on the deck of HMS Ark Royal, on exercise in the South Western Approaches, it was the ship's aircraft handlers who celebrated, for it was their 25,000th landing in the life of the carrier.

To mark the occasion Cdr. Neil Thomas, who, as Commander Air, runs the flying operations, presented the duty flight deck crew with a celebratory cake.

Ark's flight deck officer, Lieut. Keith Naylor, said after the landing — "The flight deck crew are really pleased to be able to clock up 25,000 landings — they're doing a great job. Everyone has to know exactly what to do as safety is all important on the flight deck of a carrier, potentially one of the most dangerous places in the world."



● Pause for a picture before tucking into the cake — left to right, back row — Leading Airmen Duds Dudley, Mas Marraner, Jake Thackery, Dolly Dalton, Buck Taylor, Vince Vincent and Doo Facer, POA(AH) Brian Voce, LA Wally Wallace, NA Julian Heald and LA Bob Chorlton. Front row — Naval Airmen Neil Upson, George Besford, Cal Bleakley, Taff Barrett, Mac McFadden and Brindley Broderick, and Lieut. Keith Naylor, Flight Deck Officer.

Caribbean farewell

The crew of Fearless watch as Ile de Serk goes to her final resting place off the island of Dominica.



DUNKIRK veteran, the 150 ton Ile de Serk had come to a sorry end in 1988, when she was driven ashore on the island of Dominica during a storm, coming to rest and rust beside the main Dominica highway in the centre of the town of Rousseau.

But when HMS Fearless called in at the paradise island on her summer Caribbean deployment the Dominican authorities asked if the Royal Navy could help the old coaster to a more fitting final home.

A salvage team, led by Lieut.-Cdr. Graham Binningsley, members of the local public works department and prisoners from the local jail worked round the clock for four days to dig her free, and with a towing hawser of just 600ft, Fearless had to keep as close to the shore as possible, with shallow water, an awkward current and the wind adding to the difficulties.

Finally, after parts of the old vessel gave way, the Ile de Serk heeled to starboard and inched towards the sea.

A huge roar went up from the enormous crowd which had gathered and was echoed by the ship's company lining the Fearless' upper deck. The assault ship's four landing craft were released and the Ile de Serk was towed four miles out to deep water.

A demolition team led by DWEO Sub-Lieut. Neville Radbourne placed charges around the coaster's hull and set the fuses. Then a team of Royal Marines from 4th Assault Sqn set up two Carl Gustav anti-tank weapons on Fearless' fo'c'sle, firing four rounds as the charges exploded to ensure Ile de Serk sank quickly.

She went down bow first within a minute.

BERMUDA PARADE FOR AMBUSCADE



● Above — Ambuscade enters Hamilton Harbour.

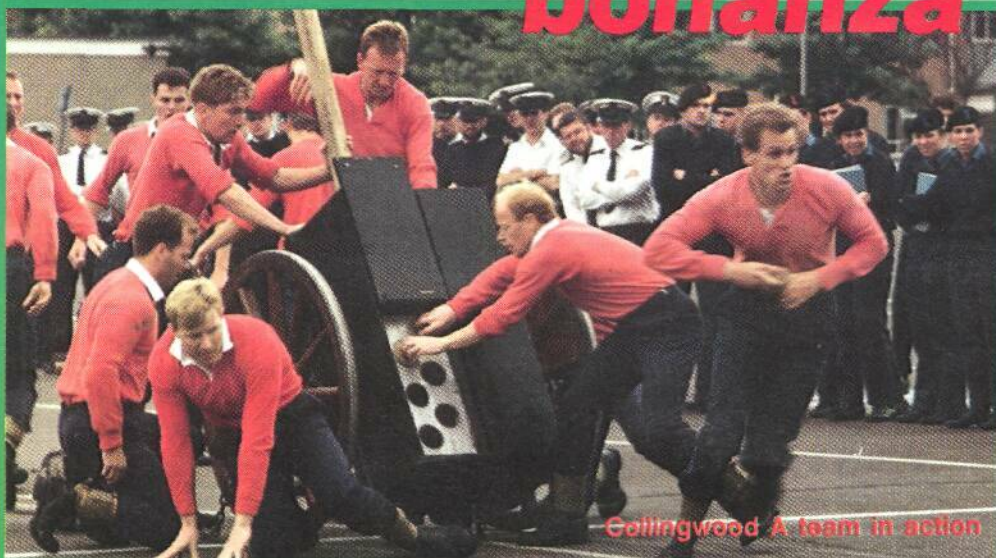
● Right — On parade for the Queen's Birthday, Ambuscade's Guard on Front Street, Hamilton.

● Below — While CinC Fleet, Admiral Sir Jock Slater, visited Bermuda he was hosted by HMS Ambuscade and took the opportunity to meet her crew.

Pictures by WO(Phot) Bob Pearce



Brickwoods bonanza



Collingwood A team in action

SIXTEEN crews battled it out in the Brickwoods Field Gun Competition, with Sultan A emerging as the fastest overall.

The event was staged at HMS Collingwood and proved a great day out for the public. It also raised more than £2,700 for King George's Fund for Sailors.

Although the field gun runs were the main event, there was plenty besides to keep the crowds entertained. Representatives from 706, 705 and 702 Naval Air Squadrons were present with Lynx, Sea King and Gazelle helicopters. There was also a classic car rally and for the children model train rides and a magician.

Youngsters of the Volunteer Cadet Corps demonstrated their prowess with scaled-down field guns. Their event was won by the crew from HMS Dolphin.

Flag Officer Portsmouth Rear Admiral David Bawtree presented the Brickwoods Trophy to Sultan A (1min. 20:04secs). Other trophies were awarded as follows: Powerful Cup (fastest overall time), Sultan A (1:19:95); Merit Cup (most spirited crew), Neptune; City of Portsmouth Silver Jubilee Cup (fastest east side of Portsmouth crew), Nelson (1:23:68); Lloyds Bank West Country Trophy (fastest West Country crew), Manadon (1:20:00); Roaring Meg Trophy (plate winners), Sultan B (1:23:00); Plate Runners-up, Dryad (1:24:04); Easams Plate (best aggregate time throughout), Sultan A (8:06:00); Brickwood Runners-up Cup, Manadon (1:20:07); Brickwood Cup third, Seahawk A (1:23:57).

HMS AMBUSCADE received a warm welcome from the town of Hamilton when she visited Bermuda, as part of the picturesque island's celebrations for the Queen's Birthday, when the ship provided a 40-man Guard for the parade.

A waterfront berth in Hamilton, the island's capital, provided an excellent opportunity for the ship's company to enjoy the sights, whilst Ambuscade herself proved a popular attrac-

tion and had a very busy day when she opened to visitors.

Ambuscade's return to Bermuda marked another successful visit in what has been a busy deployment as West Indies Guard Ship with previous ports of call including Tampa and Miami, Florida, Norfolk, Virginia, Grand Cayman and Belize. She left her home base of Devonport in March and is due to return this autumn.

NN Navy News

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Notice Board



Promotions to Chief

AUTHORITY for promotion of the following ratings to chief petty officer was issued by HMS Centurion in July:

OPERATIONS BRANCH (COMMUNICATIONS GROUP) REG. and PT

To CCY — S. P. Harland (Active), S. P. Martin (Plover).
To CRS — P. S. George (Cleopatra), D. J. Scullion (FOST COMMS).
To CCCT — D. B. Turner (GCHO Cheltenham).
To MAA — I. P. Edgerton (NP 1002 Deigo Garcia).

SUPPLY AND SECRETARIAT

To CPOST — K. W. Ormrod (Osprey).
To CPOA — B. Kearney (Juno), C. R. Daw (RNR Tyne).

FLEET AIR ARM

To CPOA(SE) — C. H. Towell (Exchange USA).

WRNS BRANCHES

To CWRENF — C. J. Thomson (Nelson).

CHIEF PETTY OFFICER TECHNICIAN

HMS Centurion has been notified of the following promotions to chief petty officer technician which were made in May and June:

CPOCT(A) — B. R. Crosby (Boxer).
MT1 — D. C. Follington (RNH Plymouth).

CHIEF PETTY OFFICER ARTIFICER

HMS Centurion has been notified of the following promotions to chief petty officer artificer which were made by commanding officers in May and June:

CPOMEA — C. R. Dyer (Tireless), R. P. Earnshaw (Manchester), K. I. M. Gale (Intrepid), G. G. Heap (Courageous), M. E.

Kestle (Defiance FMB), A. Mackinder (Neptune NT), S. P. McCauley (Invincible), R. Nisbet (Defiance FMB), R. Parkes (Brave), J. W. Perella (Neptune NT), P. E. Preece (Sultan), N. Rule (Raleigh), W. G. B. Wilson (Tireless).

ACPOMEA — D. G. A. Johns (Triumph), A. J. Tuggey (Valiant), P. F. Waters (Iron Duke), P. Wheldon (Portsmouth FMRO), S. R. Wilcock (Nelson Gunwharf).

CPOMEA(L) — S. Willdig (Illustrious).

ACPOMEA(L) — P. W. Hasker (Royal Arthur).

CPOA(EA) — D. M. Holt (RNAS Culdrose), G. Kendall (RNAS Yeovilton).

CPOWEA — E. G. Barber (Courageous), T. M. Drummond (Alacrity), A. A. Forbes (Valiant), P. L. Holbrook (Gib. Naval Base), J. J. Hunter (Jupiter), A. D. Martin (Sceptre), G. A. McChery (Valiant), M. R. Sanders (Collingwood), D. W. Upjohn (Dolphin SMMU), D. P. Woolterton (Dolphin SMMU).

ACPOWEA — S. C. Bridge (Renown Stbd), A. B. Dombrowski (Iron Duke), D. W. Hoare (Norfolk), M. J. Kelly (Cambridge), R. Thomas (Royal Arthur).

ACTING CHARGE CHIEF ARTIFICER

Authority was issued by HMS Centurion in July for the following ratings to be promoted to acting charge chief artificer:

To ACCAEEA — P. A. Brown (Seahawk), P. Conniff (Renown), R. H. Watson (Neptune), S. P. Downie (Exeter), S. J. Harley (Manadon), P. A. Winder (Brave), K. Spence (Brave), S. A. Mullett (Trenchant), D. J. Grant (Spartan).

To ACCWEA — A. G. Clarke (Unicorn), T. W. Caplin (Defiance), A. R. Burns (Sovereign), B. F. Martin (Splendid), S. M. Hodge (Juno), D. H. Lewis (Revenge P), S. J. Morrow (Revenge P), J. S. Crosse (Defiance).

Pen Friends

READERS seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and address. The letter should be enclosed in a second envelope addressed to "Pen Pals" Navy News, HMS Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Fiona (26), Letchworth, Herts. Theresa (28), Ascot, Berks. Claire (19), Gosport, Hants. Julie-Anne (19), Bournemouth, Dorset. Sue (21), South Shields. Rachel (21), Brixham, Devon. Sharon (21), Newhaven, Sussex. Vicky (18), Cardiff, Glam. Tina (20), Emsworth, Hants. Selina (24), Thornton Heath, Surrey.

Anna (16), Baintree, Essex. Miss L. (35), Bristol. Joanne (22), Wigan, Lancs. Haley (25), Blackpool, Lancs. Rhonda (32), Aberdeen. Yvonne (24), Alveston, Derby. Nicola (29), Nottingham. Deborah (28), Basildon, Essex. Sarah (20), Eastbourne, Sussex. Angela (26), Tamworth, Staffs.

Angie (23), Derby. Tracy (21), Hyde, Cheshire. Paula (20), Weston-super-Mare. Maureen (27), Burnley, Lancs. Jill (39), Fareham, Hants. Michelle (21), Preston, Lancs. Sheila (26), Boldon Colliery, Tyne & Wear. Liz (22), Derby. Diane (32), Tamworth, Staffs. Michele (21), Bradford, Yorks.

Maria (19), Swindon, Wilts. Anna (18), Southampton. Miss B. (26), Dorchester. Sarah (21), Rainham, Essex. Theresa (18), London. Alison (38), Slough, Berks. Dawn (28), Lowestoft, Suffolk. Caroline (17), Ventnor, Isle of Wight. Debi (30), Gateshead, Tyne & Wear. Tracey (16), Corsley, W. Midlands. Melanie (20), Slough, Berks.

Diane (30), Chatham, Kent. Kym (27), Pickering, Yorks. Vi (34), Portsmouth. Beverly (18), Darlington, Co. Durham. Theresa (19), Birmingham. Angela (27), Gosport, Hants. Silke (27), Detmold, Germany. Cheryl (42), Bridgend, Glam. Gail (24), Newport, Gwent. Mandy (20), Burnley, Lancs.

June (30), Coxhoe, Co. Durham. Karen (20), Helston, Cornwall. Vicky (21), Gunnislake, Cornwall. Deana (17), Gosport, Hants. Su (28), Dersham, Norfolk. Susan (36), Halesowen, W. Midlands. Pippa (24), Castle Cary, Somerset. Linda (22), St. Albans, Herts. Sarah (19), Helston, Cornwall.

Liz (43), Allenton, Derby. Carmelina (30), Leicester. Carol (28), Barnsley, Yorks. Jennifer (23), Anglesey, Gwynedd. Debra (26), Sheffield. Joanna (20), Lowestoft, Suffolk. Maxine (24), Moreton, Wirral. Linda (32), Swindon, Wilts. Julie (28), Doncaster. Linzi (20), Nuneaton, Warks. Caroline (31), Swindon, Wilts.

Louise (36), Tranmere, Birkenhead. Vanessa (35), Ramsgate, Kent. Wendy (29), Guildford, Surrey. Julie (24), Newport, Gwent. Caroline (22), Forest Row, Sussex. Bethan (28), Anglesey, Gwynedd. Lynda (36), Cardiff. Fiona (19), Birmingham. Judith (22), Southampton, Merseyside. Elizabeth (29), Blackpool, Lancs.

Diane (31), North Walsham, Norfolk. Sarah (21), Willenhall, West Midlands. Pat (30), Tottenham, London. Victoria (18), Tranmere, Birkenhead. Alyson (33), Cradley Heath, West Midlands. Maria (25), St. Austell, Cornwall. Kelly (19), Taunton, Somerset. Margaret (26), Chippington, Northumbria. Sally (27), Freshwater, Isle of Wight. Donna (21), Bradford, Yorks.

Susan (37), Truro, Cornwall. Jo (18), Wickford, Essex. Caroline (17), Manchester. Lesley (23), Isleworth, Mdx. Maria (24), Kingston, Surrey. Joanne (23), Kingsbury, London. Tracey (27), Barnsley, Yorks. Carol (30), Tolworth, Surrey. Tina (23), Tredworth, Glos.

Sue (43), Runcorn, Cheshire. Jackie (23), Sheffield. Stephany (32), Feltham, Middx. Maggie (31), Plymouth, Devon. Colette (25), Liverpool. Vicky (21), Dagenham, Essex. Emma (21), Newton Abbot, Devon. Kerry (16), Hull, N. Humberside. June (26), Chesterfield, Derby. Julie (25), Durham.

Jacqueline (16), Leeds, Yorks. Anne (24), Emsworth, Hants. Julia (35), Barnstable, Devon. Maria (19), Aylesbury, Bucks. Dawn (25), Hemel Hempstead, Herts. Kay (20), Sheffield, Yorks. Amanda (22), Plymouth, Devon. Lisa (21), London. Tracy (24), Worthing, Sussex. Lacey (23), Scarborough, York.

Karen (18), Wickford, Essex. Margaret (39), Ely, Cambs. Marie (33), Ellerslie, Derby. Susan (21), Newcastle-on-Tyne. Tracy (21), Rochester, Kent. Sue (25), Basildon, Essex. Kerry (24), Plymouth, Devon. Julie (35), Portsmouth, Hants. Lorraine (19), Rosyth, Fife. Jill (28), Plymouth, Devon.

Appointments

APPOINTMENTS recently announced include:

Capt. T. L. Sunter. As CAPIC Hong Kong. August 12.

Capt. R. M. Williams. Brave in command. June 9 1991.

Cdr. J. A. Boyd. Vanguard (Starboard) in command. March 24.

Cdr. A. M. Willmet. Edinburgh in command. Dec. 17.

Cdr. P. H. Watson. Amazon in command. Jan. 7.

Cdr. R. A. Mark. Herald in command. July 30.

Cdr. M. B. Avery. Resolution (Port) in command. Aug. 22.

Cdr. A. M. Poulter. Revenge (Starboard) in command. Aug. 22.

Cdr. P. St. C. Steel. Liverpool in command. Jan. 7.

Lieut.-Cdr. S. J. Snowball. Brocklesby in command. July 27.

Lieut.-Cdr. R. G. Bosshardt. Starling in command. Jan. 15.

Officer Promotions

PROVISIONAL half-yearly selections for promotion from December 31, 1991, are as follows:

SEAMAN: To captain — R. St. J. S. Bishop, N. A. Hoskin, G. H. Edwards, C. J. N. Morrison, A. L. Chilton, R. F. Strange, M. A. Johnson, T. Morton, A. K. Dymock, F. H. Hiscock.

To commander — M. D. Kooner, A. G. H. Underwood, S. G. Wilson, R. J. Bishop, C. F. Mervik, N. D. B. Williams, P. J. De Sa, T. J. Stoneman, D. M. Swain, S. Bramley, A. Croke, C. A. Armstrong, G. P. Johnson, I. Turner, P. H. Robinson, P. K. Walpole, D. Lombard, T. A. Soar, R. G. Cooling.

To lieutenant-commander — promoted six months early: P. D. Hudson (effective 1.3.92), P. W. McDonnell (1.4.92), K. W. Bridgen (16.4.92), N. J. Blazey (1.6.92).

ENGINEERING: To captain — J. W. A. Claydon, D. A. Hall, C. L. W. Page, S. W. Graham, P. J. Pacey, J. M. H. Harries, P. D. Greenish.

To commander — D. J. Swainson, C. J. Holgate, R. C. Richardson, S. Sayles, E. A. Bowker, R. Reeder, C. B. Hume, L. Van Beek, B. M. Pancott, D. Smith, P. J. Legge, P. J. Knowling, N. B. Stefanie, C. H. Leonard, J. W. Bailey, R. W. Gibb, A. M. King, S. M. Henley, J. Hart.

To lieutenant-commander — promoted 12 months early: P. Dumbell (1.9.91). Promoted six months early: S. R. Atkinson (1.1.92), P. G. Baker (1.2.92), S. J. Wiles (1.4.92).

SUPPLY AND SECRETARIAT: To captain

— M. P. Sauvage, R. G. Lockwood.

To commander — A. R. Jackson, N. R. Day, A. Jones, P. J. McCarthy, J. K. C. Pearce.

To lieutenant-commander — Promoted 12 months early: M. P. Bullock (1.11.91). INSTRUCTOR: To captain — L. Redstone.

To commander — P. Giles, R. M. Wilkinson, P. W. Fortescue.

WOMEN'S ROYAL NAVAL SERVICE: To commander — S. A. Thorburn.

MEDICAL: To surgeon captain — B. E. Lambert, E. P. Dewar.

To surgeon commander — W. R. Saywell, D. C. Brown, M. N. Jeffrey, C. J. Stoot, R. F. Dale.

DENTAL: To surgeon captain (D) — J. Hargreaves.

To surgeon commander (D) — E. A. Ball.

ROYAL MARINES: To colonel — J. J. Thomson, A. D. Wray.

To lieutenant colonel — R. J. Williams, A. A. Milton.

To major — N. P. J. House, H. de Jager, S. T. Hartnell, J. H. Thomas, D. A. Hopley.

ROYAL NAVAL RESERVE

The following promotions have been made to date September 30, 1991:

SEAMAN: To captain — E. M. Scott.

To commander — D. D. Cooke, T. R. Woolley.

NCS BRANCH: To captain — C. N. Walker.

WOMEN'S ROYAL NAVAL RESERVE

To commander — J. S. Walker.

To lieutenant-commander — P. J. Burne, B. E. Hare, E. J. Hewitt, V. J. Locock, C. J. McAuley, S. C. Sides, A. A. Smith.

Merit Medals

MERITORIOUS Service Medal awards to RN and RM personnel for second half of 1991:

WO(WEA) D. J. Ashton, C/SGT W. A. J. Baxter, RM, WO(WEA) R. W. Benham, CCMEA(H) E. Best, CPO(M) E. C. Birbeck, WO(AEA) E. M. Birme, CMEM(M) G. O. Caven, WO(PT) K. W. Cawley, CPOAEM(WL) J. Cornet, CPOAEM(M) P. J. Flannery, CPO(OPS) R. P. F. Foster, WOWEA T. C. Goldsmith, WO(AEM) D. S. Green, WO(MAA) R. S. Hedges, WO(SA) R. P. Lansley, CCWEA J. Lester-Swindell, CPO(OPS) S. W. Mills, POKK J. A. Partington, WO(CK) R. W. Rough, CCMEA(P) A. C. F. Sander, WO(OPS) R. D. T. Sherren, WO(OPS) R. J. Squibb, CPOA(H) R. Talbot, CPOSA P. J. Wade, WO(PT) T. A. Webb, WO(SA) C. D. White, WO(CT) M. Wilkinson.

Goldsmith, WO(AEM) D. S. Green, WO(MAA) R. S. Hedges, WO(SA) R. P. Lansley, CCWEA J. Lester-Swindell, CPO(OPS) S. W. Mills, POKK J. A. Partington, WO(CK) R. W. Rough, CCMEA(P) A. C. F. Sander, WO(OPS) R. D. T. Sherren, WO(OPS) R. J. Squibb, CPOA(H) R. Talbot, CPOSA P. J. Wade, WO(PT) T. A. Webb, WO(SA) C. D. White, WO(CT) M. Wilkinson.

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FRIGATES from the German and Dutch navies, FGS Hamburg and HNLMS Van Kinsbergen, will combine forces with the RN at Navy Days in Plymouth held during the Bank Holiday weekend of August 24/25/26.

Main attractions include the aircraft carrier HMS Ark Royal and the recently commissioned Type 23 frigate HMS Marlborough as well as HM submarines Tireless and Opportune, RFA Olwen, and HM ships Campbelltown, Brave, Active and Beagle.

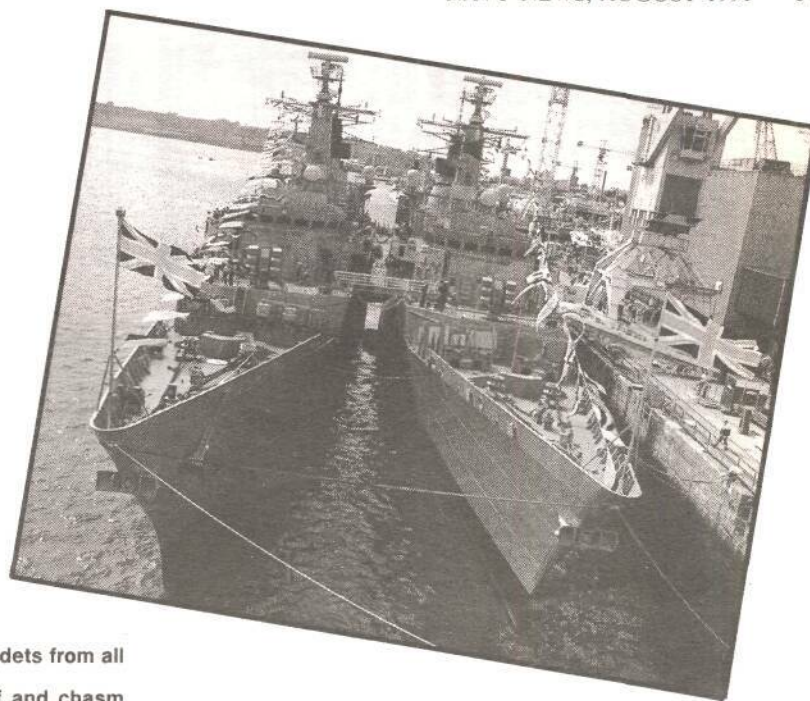
Hunt class MCMVs HM ships Berkeley, Chiddingfold and Middleton will be in company with minehunters from Germany, France, Belgium and Holland.

The natural amphitheatre of Weston Mill Lake and Homoaze provides the backdrop for an air display while abseiling, free-fall parachuting and unarmed combat displays will be provided by the Royal Marines.

The RM Band of FOP will lead the continuous lawn display featuring teams of Sea Cadets from all over the country.

Other attractions include the Pusser's Rum roadshow, Whiteleggs Fair, golf, a cliff and chasm obstacle course and laser skeet shooting.

Parking is available in the Camels Head area with a "park and ride" scheme operating close by. Admission costs £4 (£1.50 children and O.A.P.s) with prices halved for organised parties of 18 or more.



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Plymouth's own waterfront offers a complete contrast to the quiet sleepy fishing ports on its outskirts. The sound is always a hive of activity and there's no better way to appreciate Plymouth's maritime panorama than by boat from the Barbican or Hoe.

Choosing the correct accommodation is always a concern, "will it be alright, is it central" etc. The Hotels & Guest Houses featured on this page, from the smallest to the grandest are eager to show you a true Plymouth welcome, and will do all they can to make your stay an enjoyable one.

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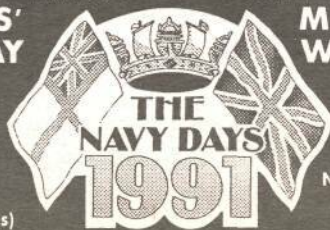


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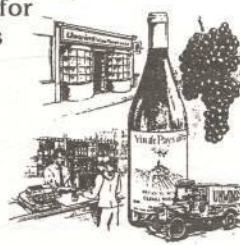
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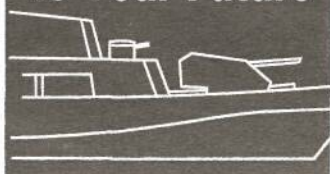
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"I thought it was a wind-up when a signal arrived from the ship requesting six budgies," said Andrew Frost, of the Joint Supply and Transport unit in Gibraltar. "We were unable to

locate any budgies from pet shops, but the children from St. George's Service School came to the rescue with six birds from their school aviary."

During the war they were watched for any ill effects to give additional warning in the event of gas attack from enemy forces.

Dubious claims from the ship's supply officer, Lieut. Nick Lewin, have been that some of them learned Jackspeak on board, and that all were a little tired after their R. and R. during deployment.

The special "medals" presented by the ship's commanding officer (Cdr. Andy Forsyth) bore the ship's badge and bird's name.

Children from St. George's School were on the jetty to greet the ship at Gib. and return their now far from unsung heroes to their aviary, there no doubt to recount the odd war story to any of their feathered friends who would listen.

— and a letter for an old hand



FIFTY EIGHT-year-old leading writers are a bit thin on the ground these days — especially those who can also claim Army service.

Now, after 35 years in the Royal Navy, Leading Writer Slim Wilkinson, holder of the BEM, is retiring — and just as he was getting to like it.

With ear trumpet and walking stick, he made sure he could hear his final orders as a valedictory letter of discharge was presented by Commodore Chris Hebron, Commodore of HMS Nelson.

Slim — real names John George — worked in a shoe factory after National Service with the Royal Army Pay Corps.

But he felt the call of the sea, joined the Royal Navy in 1956 and now looks back on his favourite drafts as three years in HMS Tamar 1958-61; a spell with F02 Far East Fleet from 1963-65; and the last deployment of the previous HMS Ark Royal.

Before joining HMS Centurion in 1985 he served with COMNAVSOUTH in Naples.

A former hockey player (goalkeeper), he has plenty of hobbies, including gardening ("instructed" by wife Tricia) — so it may be a while before he is beating a path to the RAF recruiting office.

Picture: LA(Phot) Slinger Wood

MANNING CUTS

● From page one

has reduced considerably since the last pay rise and the downturn in the economy, it continues by and large to parallel the reductions required.

This removes the need for any drastic redundancy programme. It is understood that the Second Sea Lord was signalling the detailed personnel implications of Options for Change in late July (after Navy News went to press) and that this should confirm that the manpower reduction will be achieved so far as possible by natural wastage, but may require a small number of redundancies.

It is expected that most of these would be achieved through volunteers for redundancy.

In its details of UK Regular Forces strengths the new White Paper shows RN strength at April 1 this year at nearly 54,700, comprising 50,500 males and 4,100 females, and with Royal Marines strength at 7,400. Comparative figures (estimated) for next year are 52,300 (48,600 and 3,700), plus 7,100 Royal Marines.

Changes at the top

● From page one

broad relocation outside London of functions not part of the new slimmed-down core MOD headquarters. It results from the PROSPECT Study report and involves major changes for all the Services within both MOD and commands.

Overall there are to be savings of about 20 per cent in the uniformed and civilian top structure.

Within the Navy, Chief of Fleet Support will establish a Naval Support Command which, in addition to his department's current responsibilities, will include a centre of engineering expertise and will undertake in-service support of all mature ship, submarine, weapon and equipment projects now the responsibility of the Sea Systems Controllerate.

With a spread of responsibility and staff centred on Bath, but including the dockyards and some other waterfront activities, CFS is expected to lead this enhanced organisation from Bath, while retaining a small team in London.

As a Top Level Budget Holder CINCFLFET will join the Navy Board which, on completion of all changes, will comprise: Chief of Naval Staff and First Sea Lord; the Second Permanent Under Secretary; CINC Naval Personnel (this proposed title may change) and Second Sea Lord; Chief of Fleet Support; Controller of the Navy; CINCFLFET; and Assistant Chief of Naval Staff.

Training

Commandant General Royal Marines — funded as a Higher Level Budget Holder by CINCFLFET — will move from London and is likely to subsume the functions of HQ Training and Reserve Forces RM and HQ Commando Forces. But a range of MOD HQ posts will still be open to RM officers.

Much of the detail of the many changes involved has yet

to be decided, but it is expected that the changes will be implemented progressively over the next two years.

A relatively early move is likely to be that of the present MOD Training Staff and also being considered is a revised organisational structure for the Naval Secretary's staff, Captain Naval Drafting and Manpower Planning Staffs.

But every effort will be made to ensure that "our much envied and high quality appointing and drafting proceeds unhindered" says a message to the Fleet.

Service conditions matters not requiring multi-Service consideration or resourcing will remain in the parent service as part of the broad relocation outside London.

The Procurement Executive is the subject of a separate study and co-location of the Sea Systems Controllerate with Army and Air Force colleagues, in the Bristol-Bath travel-to-work area should be achieved by the mid-90s.

'Greater good'

The message to the Fleet says the Navy has much to gain from the changes, which the Navy Board greets with enthusiasm.

"These changes will improve many of our present practices for managing the Service, introduce more responsive administration and control of resources and give Commanders-in-Chief and subordinate commanders increased flexibility, taken with the major delegations of authority intrinsic in New Management Strategy.

"The slimmer command and administrative structure will allow greater room for the exercise of initiative and economy of effort."

The announcement also says, "Shorter decision lines and increased authority at more junior levels will release the energies and talents which exist in the Fleet for the greater good of the Service."

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WELCOME FOR STORM DRAGON

SEALARK III has been replaced at HMS Drake by Storm Dragon, a Westerly Storm 33 purchased from the establishment's Welfare Fund, the Wardroom Mess Fund and grants from the RN Yacht Replacement Fund and Flag Officer Plymouth.

NN Sailing

She was commissioned by Mrs Poppet Wixon, who is pictured with, from left, establishment yacht officer Cdr. Simon Moir (SWEO SM2), Capt. Donald McVean (Captain HMS Defiance) and Capt. David Wixon (Captain HMS Drake).

The yacht significantly enhances local yachting facilities. She will be used by naval personnel for racing and sail training and will also be available for individual charter.

Storm Dragon has already been used extensively this season in most of the local RNSA events.



Tait tops tally at tourney

HOSTED by RAF Germany, this year's International Invitation Water Polo Tournament was fought out in RAF Laarbruch's outdoor pool.

The weakened Royal Navy team was supplemented by new members gaining valuable experience of water polo abroad.

NN Water Polo

WEMs Norton and Gordon and WEA Lees (Collingwood) proved themselves well and should have a bright future in the sport.

The tournament was played against top Dutch sides Merlet and Roermond to whom the RN lost 7-4 and 4-3 in tightly fought games. Cpl. Jesson (Heron), Sub-Lieut. Sneddon (Invincible) and Lieut. "Sharon" White (Sultan) worked well in defence, while CPO Gary Brickley of Collingwood (the RN water polo manager) and LAEA Hamster Tait hammered home the goals with wins against RAF UK (6-2) and the German side Neuss (10-2).

The trip proved a great success with Tait emerging as scorer of the highest number of goals in the tournament — 18, despite missing a penalty.

With a final thank-you to Sqn.-Ldr. Vicenti, who handled the liaison, the RN side now has its sights set on the inter-services competition (August 7/8). With maximum availability of players the side will be a tough force to beat.

Bisley and Lees shine in pool

DESPITE just two week-ends together for training, the Royal Navy under-19 swimming squad had knitted together well in time to take on the Army at swimming and water polo at HMS Temeraire.

MEA APP Bisley (Sultan)

won the 100m butterfly. Particular mention must also be made of WEA APP Lees

NN Swimming

(Collingwood), who won both the 100m and 200m front crawl, and of the medley relay team — Bisley, WEM Norton, Lees and WEA APP Wynert — who won their

race. But the Army finished as winners overall by 54 points to 43.

Evenly contested for the first three quarters, the water polo match turned in the Army's favour after the Navy lost one of their key players. The final scoreline of 10-3 to the Army was flattering to that side, though.

International boxing pair

ROYAL Navy boxing again sees international honours in Poland for the annual match at Wroclaw (August 22-26).

Mne. Mark Edwards steps into his usual middleweight slot and will be looking to impress in what is realistically a warm-up contest before the world championships in Australia in November.

Meanwhile, receiving his first international call will be

former Royal Navy boxing coach Sgt. Leo Toms (RM Poole), who travels to Poland as assistant national coach.

A delighted Leo explained his satisfaction at his selection, saying "... it's an honour I've always looked forward to and I hope to go out

there and obtain a good result."

Leo, who has worked on numerous ABA national squads in the past, receives just reward for his dedication to the sport and becomes the first Royal Marine to coach the national squad on an international abroad.

Guest stays at the top

IN THEIR last two county fixtures before the Inter-Services, the Royal Navy golf team won one and lost one, writes Lieut.-Cdr. Roger Knight.

At Oakdale Golf Club near Harrogate the Navy team, including new players Lieut.-Cdr. Pat Lynch (Daedalus) and LPT Bill Stretton (ex-Cardiff) beat a young but talented Harrogate and Dist. Union side 9-7.

NN Golf

In the Foursomes CPOWEA Don West (Liverpool) and CPOWEA Steve Lambert (Renown) gained a comfortable 4 and 3 win. Surgeon Lieut.-Cdr. (D) Phil Guest (Sultan) and LWEM(R) Steve Tinsley (Collingwood) went one better, winning 5/4. CPO Pat Smith and CPO Peter Hayden (both Culdrose) won on the last green and there was a steady 4/3 win for PO Brum Hunt (Portland) and Lynch.

The afternoon's nail-biting singles saw wins by Guest, West and Smith, leaving 1½ points required for victory. Hunt's good win ensured at least the match would be halved. Tinsley and Hayden both had fighting halves to secure the 9-7 victory.

Before any purists put pen to paper and state that 9-7 seems an odd result, let me put their minds at rest by telling them that 11 instead of 10 singles matches were played.

The fixture against Brecon and Radnor took place at Llandrindod Wells Golf Club, where the 315 yard first hole must be one of the steepest climbs of any opening hole in the UK. But if the first is steep going upwards, the 18th — called Death or Glory — is the opposite.

It proved to be the Navy's undoing. At lunch 3-2 down, the RN lost the singles 7-3, with six of the matches going to the 18th and the Navy losing four of them.

Foursomes wins came from West/Lambert and Lynch/Hunt. Hunt, Tinsley and Stretton were the singles winners, while newcomer CPOWEA Barry Potter was promising.

The majority of the Navy team then participated in the RN and RM Open and Inter-Command Stroke Play Championships on the testing Monifieth Golf Links near Dundee.

Team captain Guest was in a class of his own, winning the championships for the third time in a row and the fourth time in five years. His score of 296 (76, 75, 73, 72) was 14 shots ahead of CPOWEA Clive Shinn (Collingwood), who in turn was three shots ahead of Lynch and Lambert.

The class of Guest's play was epitomised at the 530 yard 18th when he found the green-side bunker with his 2-iron second, splashed out to six feet and calmly holed the birdie putt.

The Inter Command Stroke Play Championship was a much closer affair. Despite having the first and second in Guest and Shinn, Portsmouth Command was beaten into second place by Naval Air on a comeback over the last round, having tied with 1,201 after three rounds.

For the uninitiated, the competition is played over 54 holes with each Command represented by six players. They are allowed to drop their worst score of each round. Naval Air's team of Pat Smith, CPO Derek Ashman, Pat Lynch, Brum Hunt, CPO Ken Olerenshaw and PO Taff James proved more consistent and well deserved the win.

□ □ □

St Mellion was the setting for the second annual Submarine Challenge Shield golf match. The crews of HM submarines Splendid, Trenchant and Superb and members of the Disposal Group faced stiff opposition from the Devonport Management Ltd team.

The match play competition was much closer than DML's 4-1 victory would indicate. A Stableford competition also produced a winner and runner-up for DML — Mike Brown and Peter Fisher.

Nearest the pin prizes for the 12th and 14th went to Fred Wilcox (DML) and Lieut.-Cdr. Jake Moores (XO HMS Superb). Captain's awards for meritorious play were given to Steve Horne (Disposal Group) and Mike Cusack (DML).

□ □ □

Plymouth Area Fleet Golf Championships were played at the China Fleet Country Club, Saltash. Northwood (Cdr. Nigel Overington, Lieut. Nick Garland, WOCA Tony Vella and LS Shaun Millington) won the team trophy. CPO Steve Wildig (Illustrious) was the individual winner.

Among those teeing off were a past Fleet Recreation Officer, the present holder of the post and the future incumbent — Bob Burley (Liverpool Recruiting Office), Bob Easson (to be promoted Commander October 1) and Bob Dunkley (RN Adventure Training Officer (Temeraire); to join Fleet at the end of September).

□ □ □

The Submarine Flotilla Golf Championships, sponsored by Courage and Imperial Tobacco, will be held at Meon Valley Golf Club on September 5th. They are open to all serving submariners. Contact Lieut.-Cdr. B. Burgess on PNB ext. 41234 for further details.

KEEN COMPETITION KIND HOSPITALITY

AN EXPERIENCED squad came together for the Royal Navy Squash Rackets Association tour of Hong Kong; all ten players having represented the Service at senior, veterans or under-25 level.

The team, sponsored by Eclipse Sports Supplies, played seven matches, of which they won four, and held two coaching clinics.

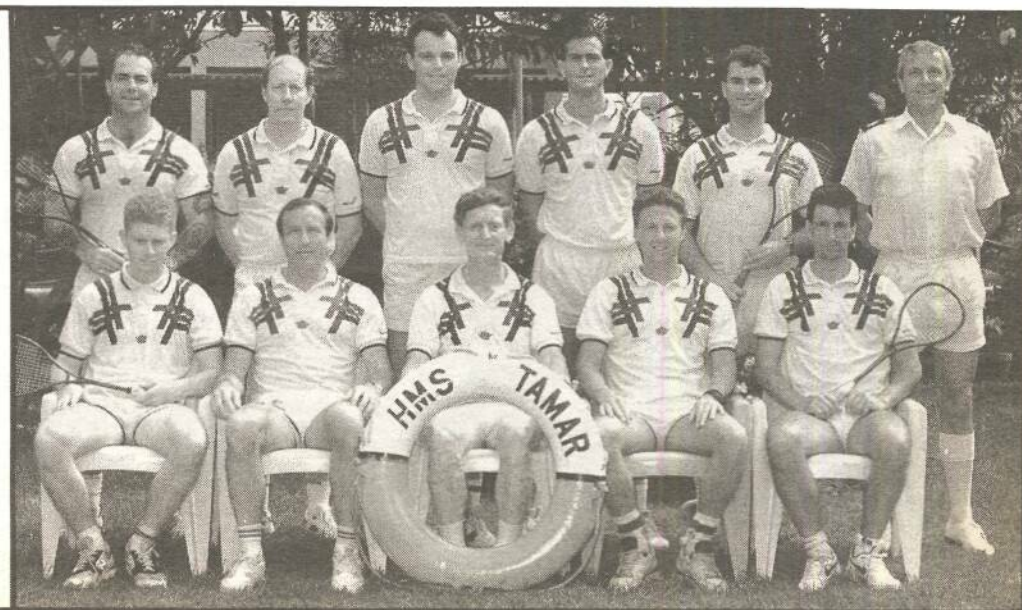
Games were played against Hong Kong Cricket Club, HKFC, the "Locals", Jubilee Sport Centre and Kowloon Cricket Club. Main match of the tour was played for the Morrison Cup between a Commander British Forces team and a Chairman's Hong Kong SRA team.

The 17-string match was played on HMS Tamar's three courts and CBF just managed a

10-7 win. Afterwards, the CBF team hosted a barbecue around the Tamar swimming pool. Capt. Burton Toft, chairman RNSRA, presented a plaque and tie to John Walker of HKSRA, who had organised the matches.

Throughout the tour the matches were played keenly and sportingly and the tourists particularly wish to thank their Royal Navy hosts.

The tour side is pictured right — standing (from left): POPT Ian Binks, Lieut.-Cdr. Nick Alves, Sub-Lieut. Nick Paine, AEM Craig Robinson, Lieut. Mike Farrage and WOPT Nobby Hall, of HMS Tamar. Seated (from left): WTR Jason Youdale, WOPT Tim Webb (tour manager), Capt. Burton Toft (chairman RNSRA), Cpl. Brian Allen and CPO Martin Juckes.



HARRISON NOTCHES UP ANOTHER GREAT PERFORMANCE...

BURNABY Road, Portsmouth, was the scene of the 1991 Inter-Services Under-25 Cricket Festival, writes the Royal Navy's U25 team manager, Lieut. Peter Piercy.

RN captain Sub-Lieut. Rob Giles won the toss on the first day and elected to bat first against the Army. This soon proved to be the correct decision as at lunch the RN were 102 for two.

Runs came slowly after the break but AEMI Darren Harrison continued the attack and was the mainstay of the RN innings, scoring a chanceless 106 from a total of 222 for four from 55 overs. LWEM Jimmy Stewart (45) and MEM Stuart Higginbottom (39) gave excellent support.

Regrettably, the RN bowling attack could not match this batting prowess and the Army, with their flamboyant strokes,

ran out winners by three wickets. WEA APP Dave Wynne

and at one stage were 64 for six. A century partnership between



Cricket

had the best return — 3-43. Lieut. Peter Istead (77) and Cpl. Simon Palmer (44) were the Army's top scorers.

Day 2 saw Giles again win the toss, this time against the RAF, and again elect to bat. But the RN were soon in trouble against a hostile RAF attack led by Cpl. Chris Whyborn.

Despite a whirlwind 41 from Mne. Andy Procter, the RN total of 132 was never going to be sufficient. The Navy's opening bowlers, Sub-Lieut. Paul Morican and LMEA Dave Astley, had the RAF on the ropes, but vital chances were missed and with below par bowling the RAF cruised to a 10-wicket victory.

The final match between the Army and the RAF to decide the winner again saw a comfortable win for the RAF. Chasing 281 the Army started badly

Lieut. Ian Wood (87) and Lieut. Willy Pym (45) caused the RAF a headache, but once Wood was caught on the boundary the result was never in doubt. In a rain-affected match the RAF won by 34 runs.

Two centuries — Harrison's being the first since that of current RN captain Robin Hollington in 1982 — and eight other scores in excess of 45 were testament to head groundsman Bob Wheeldon's first-class pitch preparation.

The RAF awarded three new caps compared with eight each to the Navy and Army and with their greater experience the airmen were best equipped to exploit the pitch conditions.

Selection for the Combined Services was dominated by the RAF, with Harrison being the sole RN player for the match against the England Schools Cricket Association.

● Scores: RN 222 for four (Harrison 106, Stewart 45, Higginbottom 39). Army 225 for seven (Wynne 3-43).

RN 132 (Procter 41). RAF 133 (Riddell 73, Penney 48).

RAF 280 (Beeston 124), reduced to 241 from 48 overs. Army 207 (Wood 87, Pym 45).

Pictured (right) are Sub-Lieut. Rob Giles and Second Lieut. Ian Wood, the Royal Navy and Army Under-25 cricket captains. Rob is currently studying at Liverpool University and Ian at Birmingham University.



PUSHING THE TON

AMONG the riders for this year's Manx Grand Prix Races to be held on the world-famous TT course on the Isle of Man will be Lieut.-Cdr. Tom Quaye (ARE Haslar).



Motor-Cycling

Now in his fifth year of racing, Tom has entered the six-lap Senior Race on a Laverda 600, sponsored by Todd Laverda, Croyden, the importer, Metromach of Fareham and Hobbs Sport, Plymouth.

Last year he was the Unlimited Classic Champion of the North Gloucestershire MCC and in the Manx he finished

ninth in the Newcomers Race and was a member of the winning club team. He lapped the course at 98.8mph.

Tom's ambition for this year's event, which opens at the end of August, is to win a replica and to be rider of the first non-Japanese machine home.



NAC piles on the pressure

IN ENERGY-sapping temperatures, the Royal Navy Volleyball Association Inter-Command Volleyball Championships took place at HMS Nelson.

By the end of the first day's play the finalists were almost decided, but confirmation came only at the end of the second. It was to be a final between Naval Air Command and Fleet.

Volleyball

Watched by Flag Officer Portsmouth, the match eventually stood with NAC two sets up and looking for a third to win. Then Fleet stormed back to take the next set 15-4.

With the match now wide open, the spectators watched a thrilling fourth set in which NAC piled on the pressure and Fleet gradually sagged under the onslaught.

Final score for the match was 15-3, 15-4, 4-15, 15-6 to NAC. So Naval Air won overall, with Fleet as runners-up, Portsmouth third and Royal Marines fourth. FOSNI and Plymouth brought up the rear.

Less left to chance at Dryad



Winning team from RM Poole (from left) Mrs Bernie Broadbent (Deck of Cards), Mne. Al Hudson (Emerson) and Cpl. Martin Isaacs (Rupert V).

THIS year's RN and RM Novice Equitation Championships at HMS Dryad were organised slightly differently from previous years and the standard of competition was undoubtedly higher than anything seen for a good while.



Riding

In the past, the draw for horses could match a nervous, lightweight Wren with a fire-breathing, ex-Cavalry charger, or put a 16-stone Bootneck on a reincarnation of "My Little Pony".

The lottery was scrapped this year and instead the 15 horses supplied by the RM Saddle Club and Naval Riding Centre were allocated to their riders on the Friday morning, giving them the rest of that day and the next morning to get used to one another.

This training was carried out under the watchful eyes of RM instructors Cpl. Nigel Joyce (RM Poole) and LCpls Butch Bustany (RM Bickleigh) and Jan Vincent (RM Norton Manor).

There were still nerves aplenty in the competition. Clear winner was RN depen-

dant Mrs Bernie Broadbent (incidentally a qualified BHS instructor), but there were also good performances by new riders and by riders on the fringe of RN teams on novice horses.

Wren Sara Stone (Heron) riding her own horse Baltina in their first season with the RN team won the Mountbatten Trophy for the best Service competitor. RM Poole won the team competition and the Lambe Trophy.

Bernie rode to victory on Deck of Cards, owned by Cpl Martin Isaacs's wife and stabled at Dryad.

● POWREN Isaacs went on to be placed second on Rupert V at the Metropolitan Police Horse Show and Tournament, held at Imber Court. Mne Wood, riding Jasmin, was third. This was a fine showing in a very large field, including representatives of the Navy, Army and RAF as well as all forces of the Mounted Police.

GREAT SOUTH RUN

SUNDAY, October 13, will see Portsmouth host the Great South Run, a 10-miler set to attract international and club runners as well as fun racers. Entry forms are now available from the Diet Coke Great South Run, Portsmouth City Council, Guildhall, Portsmouth PO1 2AD, or telephone 0705-834728.

SIX MEASURES TOT UP THE SPIRITS

FOLLOWING a 12-month policy study into the effects of the 1988 Review of Allowances, six measures now agreed promise a favourable impact on conditions of service.

They involve the FAMSTAT declaration; a Boarding School Allowance rule change; leave travel destinations; compassionate leave travel; property transaction legal expenses; and officer leave travel.

With FAMSTAT having proved "over regulatory" when applied to many allowances, the C118 declaration is abolished from August 1. The terms "Mobile" and "Stable" will no longer apply and entitlement to allowances will now be governed by individual allowance rules.

Married personnel when serving accompanied will be entitled to accompanied benefits and to unaccompanied benefits when serving unaccompanied.

It means that married personnel serving unaccompanied on August 1, irrespective of whether they were previously declared Mobile

or Stable, will be eligible for the unaccompanied benefits of free single accommodation, Separation Allowance and Separation warrants.

Appeals panel

They may move their families to join them at their current place of duty at public expense, with the assistance of Disturbance Allowance and Removal Expenses, providing they still have six months to serve in their current draft or appointment.

Married personnel serving accompanied on August 1, irrespective of whether they were previously declared Mobile or Stable, will be eligible for accompanied benefits.

Should they move their families away at their own expense to a selected place of residence of over 50 miles or one-and-a-half hours travelling time from their place of duty, they will be entitled to unaccompanied benefits for the remainder of their draft or appointment.

Boarding School Allowance claimants will still be required to serve accompanied, but the existing exceptions when BSA can be claimed

when serving unaccompanied remain in force.

There is now also a new clause to the exceptions to BSA mobility requirement, allowing the claimant to serve unaccompanied if the child is within two years of a major examination (for example, GCSE or A Levels). This ensures the interests of the child are protected during a critical education period.

Individual appeals concerning BSA matters will in future be considered by a small panel in MOD(N) which will ensure that decisions on continued payment of the allowance will be in the best interests of the child, fair to parents and within the intentions of the regulations.

Legal expenses

Another of the six new measures is abolition of the requirement to declare and record up to four nominated addresses as leave travel destinations. Travel warrants may now be issued to the following address destinations: Registered next-of-kin; parent/guardian or close relative; parent/guardian or close relative of spouse; at commanding officer's discretion, fiancée or

other designated person with whom a regular, long-term relationship exists (for example, former guardian, godparent, long-term girlfriend); residence where "home" has been established; address of a child of a former marriage.

A fourth measure is that travel warrants may be issued for authorised compassionate leave and will not affect existing leave warrant entitlement.

Another change is that maximum refund of legal expenses for house sale or purchase has been increased from £2,500 to £5,000 from April 1 this year.

First class warrant travel for seagoing lieutenant-commanders and above has been restored for travel from ship to authorised destinations and is also introduced for lieutenants appointed in sea command. This concession does not extend to sea credit warrants.

Throughout the policy review, which was conducted by all three Services, the aim was to simplify allowance regulations wherever possible, while preserving the positive features of the 1988 review.

Fleet takes shape for the future

INVITATIONS to tender have been issued to Yarrow, Swan Hunter, Vosper Thornycroft and VSEL for up to three more Type 23 frigates. At present three Type 23s are in service and seven more on order.

Other points emerging from the recent Commons Navy debate and the Defence White paper include:

Studies are beginning into the design of a new nuclear submarine to replace the Swiftsure class around the turn of the century. It would be based on the design of the Trafalgar class and incorporate significant improvements to sonars and command systems already under development for current submarines.

Meanwhile, the last of the Trafalgar class, HMS Triumph, is due to enter service later this year.

A design study is under way for a future anti-air warfare frigate to replace the Type 42 destroyer around the turn of the century.

HMS Inverness, second of the new Sandown class of single-role minehunters entered service last year, and three more of these ships are on order.

Capability

But it has been decided not to place any more orders for the time being and the tenders received last year for up to seven ships will lapse. Further ships will be ordered "in due course," but the size and timing of orders has yet to be decided.

Studies have been taking place into the best way of maintaining the capability provided by the two assault ships, HMS Fearless and HMS Intrepid. It is expected that a contract will be placed shortly for project definition into the design for the

TRIDENT ON TIME

INVITING VSEL at Barrow-in-Furness to tender for the fourth Vanguard class missile submarine, MOD said the Trident programme remained on time and within budget to enter service with the Royal Navy in the mid-1990s.

two new vessels to replace the Fearless and Intrepid.

The way forward for an aviation support ship is being considered. It is still planned to order a ship but the tenders previously received have expired and it is unlikely an order will be placed this year.

The three older landing ships logistic are to be extensively refurbished.

● The defence budget for 1990-91 was over £21 billion, and will be more than £24 billion in 1991-92 because of additional costs of Operation Granby and its effects on the rest of the defence programme.

Medal design approved



The Gulf campaign medal, whose design has now been approved by the Queen, has a ribbon with the colours of the three Services at either side, separated by a strip of pale buff representing the desert.

One side of the medal bears the David Wynne portrait of the Queen, wearing the State Crown, while design of the other side is based on the Combined Operations badge of the Second World War.

It is the same size as medals awarded for the Second World War, Korea and the Falklands.



Eastern promise

A MAJOR task group deployment to the Pacific and Far East is planned for next year, it was stated in the Commons Navy debate.

SAFETY FIRST

IN reply to questions about the future of HMS Endurance, it was stated for the Government that since her collision with an iceberg in 1989 it had been normal practice for her annual docking — now taking place — to include a detailed survey of the structure and metallurgical condition of her hull.

"The safety of the ship and her crew must be paramount and we must therefore await the results of the survey before we can take final decisions."



Picture: LWren (Phot) Louise O'Hara

EXETER EXEAT

PO(M) Andy Moughton greets his son Thomas on HMS Exeter's return — together with HMS Manchester — to Portsmouth after six months' duty in the Gulf.

On the same day the Type 22 frigate HMS Brilliant — the first warship to carry WRNS personnel into a war zone — arrived back in Plymouth, followed two days later by her sister ship HMS Brave.

Bangladesh

The Brave, which took over as flagship to the Senior Naval Officer Middle East from HMS London, was the last British warship home from the Gulf War — but longest away was the RFA Fort Grange, diverted from the Gulf to cyclone-stricken Bangladesh. She ended an 11-month voyage at Plymouth at the beginning of last month.

Upholder work later this year

IN ANSWER to a Commons question on how long HM submarine Upholder was expected to be in dock for work on weapon handling system defects, it was stated that rectification work was planned to start later this year and be completed in 1992. Tenders for the work were being evaluated.

Base port changes

From page one

"Rosyth remains the base port for the 1st, 3rd and 4th Mine Countermeasure Squadrons, together with the Fishery Protection Squadron.

"As a result of these changes, about 1,100 Service personnel will re-locate to Portsmouth and 100 to Faslane. Some 900 civilian posts will also be affected with a number moving to other establishments, but also with some inevitable redundancies.

"Employment at Rosyth will then number around 8,500, including employees at the dockyard.

"Current plans to conduct major refits of submarines, including Vanguard class SSBNs, and surface vessels, at Rosyth, remain unchanged. The substantial investment currently being made in the dockyard in new refit facilities for Trident submarines will itself provide further significant numbers of jobs."

Mr. King said other measures would include the closure of HMS Daedalus and re-location of the Air Engineering School and other units to other establishments in the Portsmouth area; closure of the RN stores depots at Lathamond in Scotland and Copenacre in Wiltshire (although some offices will remain at Copenacre); closure of the RN armaments depot at Trecwn in Wales and partial closure of the armament depot at Ernesettle, Plymouth; closure of the oil fuel depot at Invergordon and withdrawal of RN facilities at the Finnart oil fuel depot; and the sale of the Gunwharf site at HMS Nelson.

Best use

Some 1,900 civilian posts would be affected with some inevitable redundancies, but it was hoped about a third would be re-located to other establishments. These closures would take place progressively over the next five years.

"These measures carry forward the policy already announced of making reductions in the support area proportional to those in the front line. They are an essential part of ensuring the best use of defence resources and providing a structure appropriate to the needs of our Navy in the '90s and beyond."

Transfer of the tasks of Portsmouth's Gunwharf, home for a variety of units, including divers and MCM personnel, is scheduled to be completed by mid-1995. The tasks of HMS Daedalus are due to transfer by the end of 1996. Its Air Engineering School will move to HMS Sultan and the Mobile Aircraft Support Unit to HMS Collingwood.

Daedalus (sometimes under another name), with its extensive airfield, has provided a specialised but varied service to flying for nearly three-quarters of a century.

